



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5th Floor Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068

December 17, 2015

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Approve a Site Plan Review and Standards Variance to construct a five-story, 241-room hotel with a total of 221 parking spaces, instead of not less than 241 spaces, located at the southwest corner of Lakewood Boulevard and Cover Street in the Douglas Park Planned Development District (PD-32). (District 5)

APPLICANT: Nexus Development
c/o Rob Eres
1 MacArthur Place, Suite 300
Santa Ana, CA 92707
(Application No. 1509-18)

DISCUSSION

The project site is located at 3855 Lakewood Boulevard, at the southwest corner of Lakewood Boulevard and Cover Street, in the Douglas Park South Planned Development District (PD-32) (Exhibit A – Location Map). The site is approximately 171,626 square feet (3.94 acres) and is directly across the street from the existing Courtyard Marriott Hotel located on the north side of Cover Street.

Douglas Park is bounded on the south by the Long Beach Municipal Airport, on the west by Lakewood Country Club, on the north by Carson Street and on the east by Lakewood Boulevard. It comprises 238 acres of a former McDonnell-Douglas aircraft manufacturing facility that was approved for a phased mixed master-planned community that would consist of up to 3.3 million square feet of commercial and industrial floor area including office, research and development, light industrial, manufacturing and aviation-related uses. In addition, Douglas Park allows up to 250,000 square feet of retail space and 400 hotel rooms.

The proposed project is located within sub area 7 of Douglas Park. This sub area is intended to include light industrial, research and development, hotel uses and certain aviation-related uses south of Conant Street. The project consists of a 152,835-square-foot dual hotel with Hampton Inn and Homewood Suites, having five stories and 241 guest rooms. The Hampton Inn will have 143 rooms and the Homewood Suites will have 98 rooms. In addition to the guest rooms, the hotel will include a 1,200-square-foot fitness center, outdoor pool, spa area, gaming and barbecue area, a 900-square-foot meeting

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room, a 700-square-foot boardroom, and a lounge and dining area (Exhibit B – Plans & Photos).

Development within the PD-32 zoning district must be consistent with the Douglas Park Development Standards and Design Guidelines. The project is consistent with the requirements of public realm guidelines and required gateways. These required primary gateways are to be located as follows: the corners of Cover Street and Lakewood Boulevard, McGowen Street and Lakewood Boulevard, and Worsham Avenue and Carson Street. The required gateway for the project site (Cover Street & Lakewood Boulevard) includes all required elements such as enhanced paving and trees that frame the gateway. In accordance with the design guidelines, the proposed gateway creates synergy between the Lakewood Boulevard edge, the on-site hotel entrance, and the existing gateway on the Courtyard Marriott site to the north.

The design of the hotel uses a contemporary style of architecture that complements both the industrial buildings and commercial buildings within Douglas Park. The applicants have worked with staff to further enhance the architectural quality of the structure with key elements such as metal paneling, aluminum grilles, stone veneer, colored smooth stucco finishes, canopy elements, varied roof heights, strong corner elements, and several pop-outs and recessions to create articulation. The dual hotel incorporates an asymmetrical floor plan that deviates from the typical symmetric box, enhancing the aesthetics and functionality of the hotel.

Although PD-32 calls for hotel uses on Cover Street to be located at the setback line, the proposed project has a building setback of approximately 88 feet from the Cover Street property line. The location of the hotel building at the Cover Street property line is not feasible from the perspective of the Fire Department and Public Works Department. As required by the Fire Department, the building structure must have a 26-foot clearance around the perimeter of the building for access. Placing the building at the Cover Street setback line would require placement of two driveways at the northeast and northwest corners of the project site. As required by the Public Works Department, driveways shall have a minimum separation of 90 feet from the nearest street intersection, which is not feasible for the project. Although the building is not located at the Cover Street setback line, site orientation is maximized with the use of a circular driveway and passenger pickup/drop-off area with enhanced paving and the location of the exterior pool area behind the building for privacy.

Per code, the parking requirement for hotels is one space per guest room. The parking requirement for the hotel is 241 spaces. The applicant is requesting a Standards Variance for the reduction of parking, from 241 spaces to 221 spaces, which is a ratio of 0.92. As part of the Standards Variance process, positive findings must be made to recommend approval of such requests (Exhibit C – Findings & Conditions). The hardship of complying with code standards for hotel parking would deprive the applicant of the ability to develop in a manner similar to previously approved hotels with reduced parking. Offering relief from required parking standards would allow the applicant to use a parking ratio slightly higher than the Courtyard Marriott hotel directly to the north of the subject site.

As part of their parking analysis, the applicant has submitted a parking study to provide justification for a parking count of 221 spaces (Exhibit D – Parking Study). In the study,

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empirical data was collected from 12 hotel sites in the Anaheim Resort Area and surveys were completed during the overnight hours of December 29th and 30th at those hotels. Results from the surveys show that the individual parking demand rates ranged from 0.53 spaces to 0.95 spaces per room, during the busiest time of the year for travelers and tourists. The average parking demand of the two survey dates was 0.69 spaces per room.

Likewise, additional surveys were completed in October 2015, with 10 hotel sites comparable to the proposed project in type and general location. They were also completed during overnight hours and the results found that the parking demand rates ranged from 0.39 spaces to 1.32 spaces per room. The average parking demand rate was 0.84 spaces per room. The Courtyard Marriott hotel project located directly to the north of the subject site was approved with a ratio of 0.87 spaces per room. Therefore, as the applicant is proposing a ratio of 0.92, justification can be made to grant approval of a Standards Variance for reduced parking. With the proximity of the proposed hotel to the Long Beach Airport, it is also expected that a number of guests will be using shuttles and other public transportation. Furthermore, it is typical of hotel employees to also use forms of public transportation and carpool/vanpool opportunities. As part of the Sustainability requirements of PD-32, all projects are required to comply with preferential parking standards for carpool and vanpool vehicles.

The proposed project meets the intent of PD-32 with regards to design and function. The proposed hotel will culminate the maximum allowable hotel rooms within Douglas Park at 400. The applicants have addressed the comments of City staff related to improving the corner gateway element to provide seamless access to and from the site and enhancing exterior elevations from each side. The project will complement the existing Courtyard Marriott site and collectively serve as one of the major commercial gateways connecting the surrounding area with PD-32. Therefore, staff recommends the Planning Commission approve the Site Plan Review and Standards Variance to allow the construction of a five-story, 241-room hotel within the PD-32 (Douglas Park South) Planned Development District, subject to Conditions of Approval.

PUBLIC HEARING NOTICE

Public hearing notices were distributed on November 30, 2015, as required by the Long Beach Municipal Code. No responses have been received as of the date of preparation of this report.

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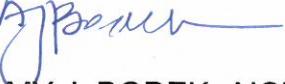
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Respectfully Submitted,


JEFF WINKLEPLECK
CURRENT PLANNING OFFICER


LINDA FATAKUM, AICP
PLANNING BUREAU MANAGER


AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LFT:JW:CJ

P:\Planning\PC Staff Reports (Pending)\2015-12-17\Staff Report – 3855 Lakewood – 1509-18

Exhibits:

- A. Location Map
- B. Plans & Photos
- C. Findings & Conditions
- D. Parking Study

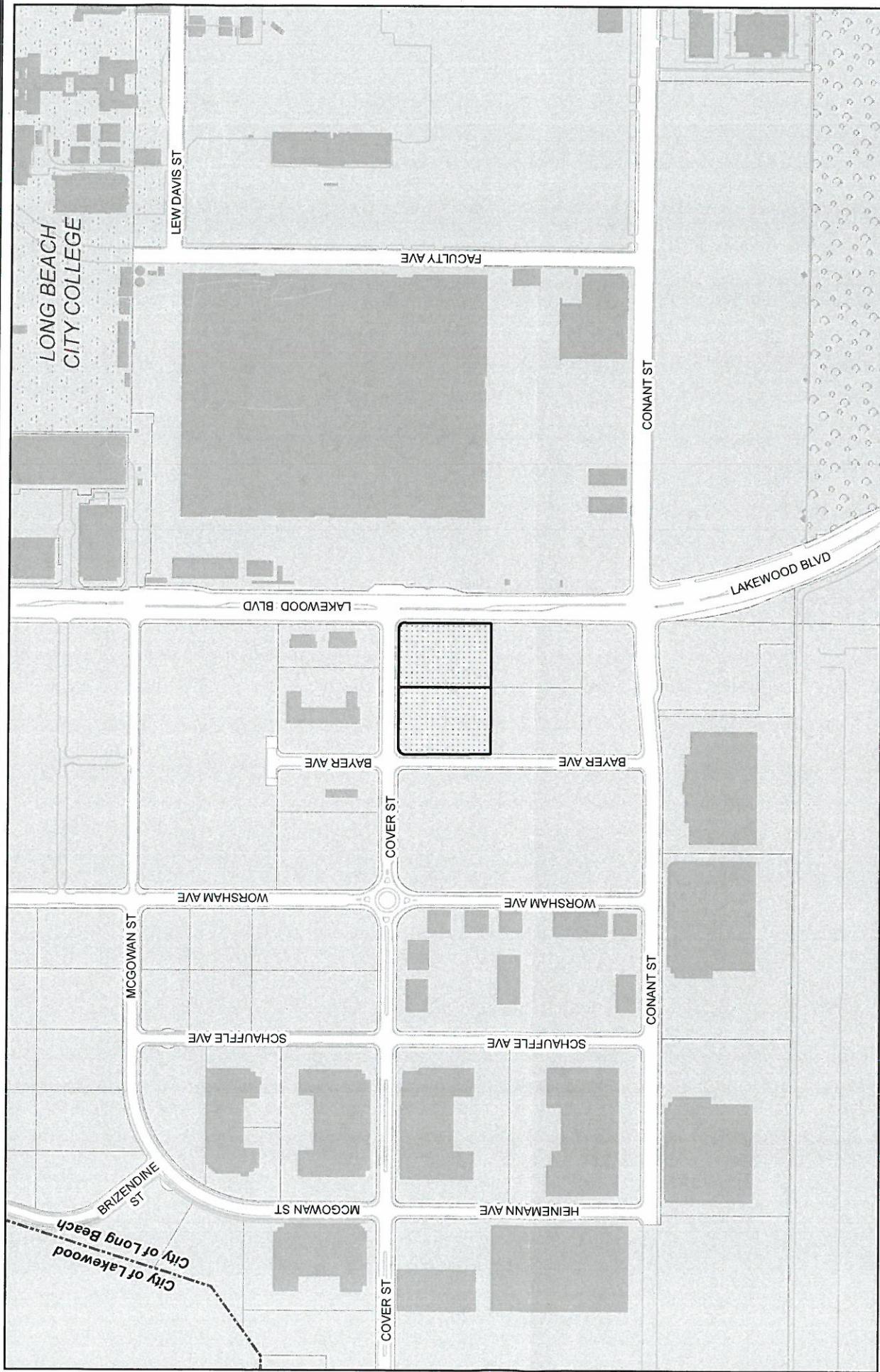


Exhibit A



200 100 0 200 400
Fleet

Subject Property:

3855 Lakewood Blvd

Application No. HP1509-18

Council District 5

Zoning Code : PD-32 Subarea 7 (Mixed-Use Overlay)



**SITE PLAN REVIEW
STANDARDS VARIANCE
CONDITIONS OF APPROVAL**

**3855 Lakewood Boulevard
Application No. 1509-18
Date: December 17, 2015**

1. This approval allows for the construction of a 241-room, five-story dual hotel, with 221 on-site parking spaces. The hotel will be 152,835 square feet. Site development shall conform to plans dated November 19, 2015, on file in the Department of Development Services.
2. This permit and all development rights hereunder shall terminate one year from the effective date of this permit unless construction is commenced or time extension is granted, based on a written and approved request submitted prior to the expiration of the one-year period as provided in Section 21.21.406 of the Long Beach Municipal Code.
3. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgement Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).
4. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.
5. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
6. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of City officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).
7. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions must be printed on the site plan or a subsequent reference page.
8. The plans submitted for plan check review must explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that

were approved by the Planning Commission. No substantial changes shall be made without the prior written approval of the Site Plan Review Committee and/or Planning Commission.

9. The Director of Development Services is authorized to make minor modifications to the approved design plans and any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project. Any major modifications shall be reviewed by the Zoning Administrator or Planning Commission, respectively.
10. The proposed development shall comply with the requirements of: PD-32 South Development Standards & Design Guidelines; Tract Map Conditions, EIR Mitigation Measures; the Development Agreement between The Boeing Company and the City of Long Beach; and the requirements listed below.
11. All required yards and setback areas not developed with permitted use shall be attractively landscaped primarily with California native and drought tolerant plants. 90 percent of landscape area shall be planted with low to very low water usage plantings. This percentage calculation shall be noted on the plans. Landscape plans not meeting the 90 percent requirement shall submit plans complying with the State's Model Water Efficient Landscape Ordinance.
12. All rooftop mechanical equipment shall be fully screened on all sides to a height not less than that of the tallest item screened. Rooftop mechanical equipment shall be grouped together to minimize visual impact from the adjacent buildings. Screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved by the Director of Development Services prior to the issuance of a building permit.
13. Adequately sized trash enclosures shall be designed and provided for this project as per Section 21.45.167 of the Long Beach Municipal Code. The designated trash area shall not abut a street or public walkway and shall be placed at an inconspicuous location on the property. Trash enclosures shall be designed to complement the building architecture, roofed, screened on all sides and provided for easy access. Prior to the issuance of a building permit, detailed drawings of these enclosures shall be submitted to the Director of Development Services for review and approval of the enclosure designs and materials. Trash enclosures require a separate permit. The trash enclosure should be placed in a location that is easily accessible to trash collection trucks.
14. Prior to the issuance of a building permit, the applicant shall depict all utility apparatus such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. This plan shall be submitted after receiving approval from utility providers. These devices shall not be located in any front, side, or rear yard setback area that is adjacent to a public street.

Furthermore, landscaping shall properly screen all transformers and utility connections or any other screening method approved by the Director of Long Beach Development Services. All transformers and utility connections shall be located in areas least visible from the public rights-of-way. In addition to the Director of Development Services, applicants shall seek approval from applicable departments for specific screening requirements.

15. The applicant shall provide for public refuse collection accessibility to the satisfaction of the Director of Public Works.
16. Prior to the issuance of a building permit, the applicant shall submit detailed plans of the required aviation-themed public art sculpture.
17. A waste management plan shall be prepared and submitted to the City for approval in conjunction with the first phase of development in Sub Area 1. The program shall be implemented to divert 30 to 50 percent of the waste generated by the project's commercial uses. The precise percentage to be diverted will depend on the specific commercial use to be implemented and will be defined by the Environmental Services Bureau.
18. Prior to issuance of a building permit, the applicant must submit complete landscape and irrigation plans. The landscape plan shall be in full compliance with the PD-32 landscaping requirements and shall include landscaped pedestrian paths connecting parking areas and public rights-of-way to buildings. Safe pedestrian paths shall be clearly defined through the use of different paving materials or landscape design.
19. All landscape areas shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The Department strongly recommends use of drip irrigation systems. The irrigation system shall not cause water to spray or flow across a public sidewalk. Reclaimed water shall be used for all landscaped areas.
20. Prior to the issuance of a building permit, a landscape diagram showing shade coverage ratio of the parking lot shall be submitted. Provide canopy trees that provide shade on at least 40 percent of the total area dedicated to parking stalls and associated vehicular circulation, after five years of growth, and/or use paving materials with a Solar Reflectance Index of at least 29 on a minimum of 50 percent of paving surfaces dedicated to parking stalls and associated circulation.
21. The landscaping plans shall incorporate on-site retention and percolation of storm water runoff to the satisfaction of the Director of Development Services and Department of Public Works as feasible.
22. All landscape areas must be maintained in a neat and healthy condition, including public parkways and street trees. Any dying or dead plant materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42

(Landscaping) of the Zoning Regulations. At the discretion of City officials, a yearly inspection shall be conducted to verify that all irrigation systems are working properly and the landscaping is in good healthy condition. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by the City Council.

23. The applicant shall fully comply with all applicable provisions of the City's Interim Green Building Policy and the Commercial Development LEED Mandate for Douglas Park to the satisfaction of the Director of Development Services. Prior to the issuance of a building permit, the applicant shall submit proof of registration with USGBC and a password allowing staff access to said registration, prior to the issuance of any building permits.
24. To comply with the sustainability standards of Division V of the PD-32 North Standards, preferential parking shall be provided for carpools and vanpools at the rate of not less than 10 percent of the total employee parking. This preferential carpool/vanpool parking area shall be identified on the site plan.
25. Energy conserving equipment, lighting and construction features shall be utilized on the buildings as feasible.
26. Prior to the issuance of a building permit, the applicant shall be required to include more accent materials and articulation on the north elevation to the satisfaction of the Director of Development Services.
27. All parking areas serving the site shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent properties.
28. Prior to the issuance of a building permit, the applicant shall provide outdoor lighting plan details subject to review and approval of the Long Beach Airport, Police Department and the Director of Development Services. Include pedestrian path lighting on the plan.
29. Prior to issuance of a building permit, provide information on fixtures and mounting heights and locations for building lighting, landscape lighting, parking area and pedestrian lighting to be approved by the Director of Development Services.
30. Prior to issuance of a building permit, design details and materials of outdoor furnishings shall be submitted for review and approval of the Director of Development Services. All outdoor seating areas on the site shall include furnishings and exterior lighting that complement the building architectural design.
31. Use glass with less than 25 percent reflectivity on the exterior of all commercial buildings. All glazing (with the exception of spandrel glass) shall have a minimum visible light transmittance of 65 percent subject to review and approval of the Director of Development Services.

32. No cross-lot drainage shall be permitted without the appropriate easements over adjoining lots.
33. Provide information on fixtures and mounting heights and locations for building lighting, landscape lighting, parking area and pedestrian lighting to be approved by the Director of Development Services.
34. To comply with Mitigation Measure V.C-8 of the Development Agreement, prior to issuance of a Temporary or Final Certificate of Occupancy, whichever comes first, the applicant shall provide an on-site interpretive program display or other photographic and textual representation shall be created and shall be available to the general public to assist the public in understanding the history of the Long Beach facility. Such interpretive programs may be in the form of commemorative signage and/or plaques; historical photographs; models; and/or published information accessible to the general public.
35. Prior to issuance of a Temporary or Final Certificate of Occupancy, whichever comes first, the applicant shall fully comply with all applicable Transportation Demand Management and Trip Reduction measures. The applicant shall establish a program informing tenants about public transit, rideshare programs, and bike facilities. Per the requirements of the Master CC&R, the applicant shall comply with the requirements of the Transportation Demand Management Coordinator at Douglas Park.
36. Prior to the issuance of a building permit, proper screening of the swimming pool shall be provided to allow privacy and separation from parking and retail areas. This screening shall be noted on plans.
37. Prior to issuance of a Site Plan Review approval, the applicant must submit plans, elevations and renderings of the proposed retail pad(s) to be developed. Plans shall include details regarding signage to be proposed on site.
38. Prior to issuance of a building permit, the applicant shall file a separate plan check submittal to Long Beach Fire Department, Public Works, Building Bureau, Long Beach Airport and Police Department for their review and approval.
39. The applicant shall provide the following to the satisfaction of the **Director of Public Works:**

GENERAL REQUIREMENTS

Note: Please note that the conditions listed below are fairly general due to the conceptual nature of the submitted site plan. The lack of readable dimensions and detailed information of the site plan submitted prevents us from providing more specific conditions.

- a. Prior to the start of any on-site/off-site construction, the Developer shall submit

a construction plan for pedestrian protection, street lane closures, construction staging, shoring excavations and the routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.).

PUBLIC RIGHT-OF-WAY

- b. The Developer shall construct all off-site improvements needed to provide full ADA accessibility compliance within the adjacent public right-of-way to the satisfaction of the Director of Public Works. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, the right-of-way dedication way shall be provided.
- c. Lakewood Boulevard and Cover Street adjacent to this development site are completed public rights-of-way. All improvements required for this development within the completed rights-of-way shall be constructed to provide for full ADA accessibility compliance to the satisfaction of the Director of Public Works.
- d. Easements shall be provided to the City of Long Beach for proposed public utility facilities, including refuse collection on private property, to the satisfaction of the concerned City Department or public agency and shall be shown on construction plans.

ENGINEERING BUREAU

- e. The Developer shall be responsible for the maintenance of the off-site improvements during construction of the on-site improvements. All off-site improvements found damaged as a result of construction activities shall be reconstructed or replaced by the Developer to the satisfaction of the Director of Public Works.
- f. Prior to approving an engineering plan, all projects greater than 1 acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the applicant must submit a copy of the letter from the State Water Resource Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the developer or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit or wish to obtain an application, please call the State Regional Board Office at (213) 266-7500 or visit their website for complete instructions at www.waterboards.ca.gov/stormwtr/construction.html Left-click on the Construction General Permit 99-08-DWQ link.
- g. Public improvements shall be constructed in accordance with approved plans. Detailed off-site improvement plans shall be submitted to the Department of Public Works for review and approval.

GENERAL OFF-SITE CONSTRUCTION

- h. The Developer shall complete construction of the Bayer Avenue right-of-way per PD-32 Development Design Standards. Public street construction shall proceed from the end of the improved portion of Bayer Avenue on the south side of Cover Street, to the improved section of Bayer Avenue on the north side of Conant Street. Rights-of-way street improvements shall including, but not limited to, all required traffic signage, striping, the full width construction of the roadbed and structural cross-section, curbs, gutters, sidewalks, parkways and street lighting on the east and west side of Bayer Avenue. The Developer shall submit detailed construction plans per Public Works Standard Specification for review and approval by Public Works.
- i. The Developer shall obtain a geotechnical report prepared by a licensed Geotechnical Engineer in the State of California to determine the pavement designs structural section based on a traffic index of 11 (T.I. =11) to the satisfaction of the Director of Public Works.
- j. The Developer shall be responsible for certified material testing for the street, landscaping, traffic signal, storm drain, sidewalks, striping any and all quality control drawings of the project. Upon construction developer shall provide the City with the certificate that all testing complies with green book standards. The certification shall be by a registered Civil Engineer in the State of California.
- k. The Subdivider shall provide for the resetting to grade of existing manholes, pullboxes, and meters in conjunction with the required off-site improvements to the satisfaction of the Director of Public Works. No manholes, pullboxes, meters, streetlight or traffic signal vaults shall be installed within ADA wheelchair ramps.
- l. All work within the public right-of-way must be performed by a contractor holding a valid State of California contractor's license and City of Long Beach Business License sufficient to qualify the contractor to do the work. Contractor shall have on file with the City Engineer a Certification of General Liability Insurance and an endorsement evidencing minimum City of Long Beach limits of required general liability insurance.
- m. On-site drainage improvements shall be completed in accordance with the requirements of the Los Angeles County Department of Public Works and shall be coordinated with Douglas Park PD-32 development requirements and on-site street improvements.
- n. All new on-site storm drains and off-site storm drain connections shall comply with Hydrology Study MTD 1775 extension, prepared by Kimley-Horn & Associates, Inc. and approved by Los Angeles County on February 8, 2010. An excavation permit issued by the Department of Public Works is required for all excavation work in the public right-of-way. Contact Russ Caveness for information about excavation permits at (310) 570-6530.

- o. The Developer shall construct, or provide for, high pressure sodium luminaries or approved alternate light standards and feed point(s) along Bayer Avenue adjacent to the proposed project site to the satisfaction of the Director of Public Works and City Light and Power. Street lighting plans with necessary lighting calculations for the required street lighting system shall be submitted to City Light and Power and the Public Works Department for review and approval prior to issuance of construction permits. Lighting calculations shall be prepared in accordance with the latest edition of the Illumination Engineering Society (IES) standards and certified by a California registered civil engineer or electrical engineer.
- p. The Developer shall landscape the parkway along the east side of Bayer Avenue adjacent to the development site with new ground cover and street trees, including necessary tree root barriers in accordance with Douglas Park Design Guidelines. All parkway planted areas shall be provided with water-conserving automatic irrigation systems designed to provide adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk. Improvements shall be per plans reviewed and approved by Public Works.
- q. Electric meters that power irrigation control devices and provide irrigation to landscaped areas within public rights-of-way shall be dedicated to those devices.
- r. Developer shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and irrigation system adjacent to the project site. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed.

TRAFFIC & TRANSPORTATION

- s. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Proposed driveways greater than 28 feet requires a variance; contact the Traffic and Transportation Bureau at (562) 570-6331 to request additional information regarding driveway construction requirements.
- t. There are high volume Long Beach Transit bus stops on Lakewood Boulevard adjacent to the development site. Architectural design for this project should reflect the presence of the bus stops. Ideally, amenities such as a roof overhang for shelter and architectural seating for bus patrons should be integrated into the project. Sidewalk with enhanced paving should be provided for the bus stop per Long Beach Transit standards. Developer shall collaborate with Long Beach Transit and the City's Urban Design Officer to take advantage of this opportunity.
- u. The Subdivider shall submit detailed off-site improvement plans to Long Beach

Transit and coordinate design and construction issues with transit staff to ensure that construction does not interfere with transit bus operations along First Street and Alamitos Avenue. Contact Shirley Hsiao, Manager of Service Development Planning, at (562) 599-8753.

- v. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
- w. All traffic control device installations, including pavement markings within the private parking lot, shall be installed in accordance with the provisions of the Manual On Uniform Traffic Control Devices (MUTCD), 2013 or current edition (i.e., white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).
- x. The Developer shall contact the Traffic & Transportation Bureau, at (562) 570-6331, to modify the existing curb marking zones, adjacent to the site.

AIRPORT

- y. The Developer shall provide, to the satisfaction of the Director of Public Works, proof that a "No Determination" of hazard to air navigation has been received from the FAA prior to construction.
- z. Proposed building and parking lot lighting shall be shielded and pointing downward in such a manner as to avoid distractions to piloted aircraft.

LONG-TERM MAINTENANCE

- aa. The Developer and successors shall be responsible current and future maintenance of the site drainage system, sidewalks, parkways, street trees and other landscaping, including irrigation, within and along the public and private streets.
- 40. Prior to the issuance of a building permit, the applicant must obtain written FAA approval on all applicable regulations.
- 41. As a condition of any City approval, the applicant shall defend, indemnify, and hold harmless City and its agents, officers, and employees from any claim, action, or proceeding against City or its agents, officers, and employees to attack, set aside, void, or annul the approval of City concerning the processing of the proposal/entitlement or any action relating to, or arising out of, such approval. At the discretion of the City and with the approval of the City Attorney, a deposit of funds by the applicant may be required in an amount sufficient to cover the anticipated litigation costs.

SITE PLAN REVIEW FINDINGS

3855 Lakewood Boulevard

App. No. 1509-18

Date: December 4, 2015

Pursuant to Chapter 21.25, Division V of the Long Beach Municipal Code, the Site Plan Review Committee or City Planning Commission shall not approve a Site Plan Review unless positive findings are made consistent with the criteria set forth in the Site Plan Review regulations.

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

The project design is harmonious, internally consistent and well integrated into the project site. The project design includes colors, style and façade articulations that are complementary, provide variety and provide a contemporary architectural style that is compatible with the existing buildings in the surrounding area. Furthermore, the project adheres to the Douglas Park Planned Development District (PD-32) Design Guidelines and Development Standards. The project site is directly south of an existing Courtyard Marriott Hotel. The applicant has done a good job of offering a design that complements the architecture of the existing Courtyard Marriott project, while simultaneously providing a distinct and varied look. As the subject site is located within a light industrial, business park district, the contemporary architectural style is compatible.

2. 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 project site is located in General Plan Land Use Designation (LUD) No. 7, the Mixed Use District. This district is intended for large, vital activity centers rather than strips along major arterials. The project proposal meets the intent of this land use designation by providing the mixed-use components of the Douglas Park Master Plan with respect to hotel uses that anchor Subarea 7 of Douglas Park. The project is consistent with the Douglas Park Design Guideline requirements that apply to the specific hotel development standards in terms of scale and architectural design, materials and color, access and landscaping.

3. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES, UNLESS NO ALTERNATIVE DESIGN IS FEASIBLE;

No mature trees exist on the site. The applicant will make significant landscaping improvements to the interior parking and outdoor areas as well as street trees along the public rights-of-way, as needed.

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

The applicant will make significant landscaping improvements to the interior parking and outdoor areas as well as street trees along the public rights-of-way. Conditions of approval require the public improvement of Bayer Avenue, in accordance with the requirements of PD-32.

5. THE PROJECT CONFORMS TO ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT)

Conditions of approval will be incorporated that require full compliance with all transportation demand management and trip reduction measures.

STANDARDS VARIANCE FINDINGS

3855 Lakewood Boulevard

Case No. 1509-18

Date: December 17, 2015

1. THE SITE OR THE IMPROVEMENTS ON THE SITE ARE PHYSICALLY UNIQUE COMPARED TO THE OTHER SITES IN THE SAME ZONE;

The uniqueness of the subject site is based on the fact that it is a large vacant parcel of land fronting a major thoroughfare on Lakewood Boulevard. The site is located within the Douglas Park Planned Development District (PD-32) in which special requirements are governed by the PD-32 Development Standards and Design Guidelines.

2. THE UNIQUE SITUATION CAUSES THE APPLICANT TO EXPERIENCE HARDSHIP THAT DEPRIVES THE APPLICANT OF A SUBSTANTIAL RIGHT TO USE OF THE PROPERTY AS OTHER PROPERTIES IN THE SAME ZONE ARE USED AND WILL NOT CONSTITUTE A GRANT OF SPECIAL PRIVILEGE INCONSISTENT WITH LIMITATIONS IMPOSED ON SIMILARLY ZONED PROPERTIES OR INCONSISTENT WITH THE PURPOSE OF THE ZONING REGULATIONS;

Compliance with the Development Standards and Design Guidelines of the PD-32 Ordinance creates challenges to the project site that are unique to other properties. Additionally, the hardship of complying with the Citywide parking standard of 1 parking space per hotel room would deprive the applicant a right to develop the property in a similar fashion to the hotel site directly to the north, which is also in the PD-32 zoning district. The parking ratio approved for the Courtyard Marriott site directly to the north of the subject property is 0.87. The applicant is requesting approval of a parking ratio of 0.92, slightly higher than the previous hotel approval. Furthermore, the applicant has submitted a parking study based on empirical data given from surveys taken at similar hotels. Conclusive evidence suggests that the average parking ratio of 0.69 and 0.84 parking spaces per guest room.

3. THE VARIANCE WILL NOT CAUSE SUBSTANTIAL ADVERSE EFFECTS UPON THE COMMUNITY; AND

Variance approval will not cause substantial adverse effects upon the community. As mentioned, the previously approved Courtyard Marriott site to the north was granted a parking ratio of 0.87 parking space per room. As the applicant is proposing a ratio of 0.92, no adverse effects are anticipated. As the project site is located in close proximity to the Long Beach Airport, it is anticipated that many patrons and employees will rely on public transportation to

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access the site. Conditions of approval will be incorporated that allow staff the authority to conduct periodic re-inspections of the project site, if necessary.

- 4. IN THE COASTAL ZONE, THE VARIANCE WILL CARRY OUT THE LOCAL COASTAL PROGRAM AND WILL NOT INTERFERE WITH PHYSICAL, VISUAL, AND PSYCHOLOGICAL ASPECTS OF ACCESS TO OR ALONG THE COAST.**

The project site is not located within the coastal zone.

**MEMORANDUM****TO:** Rob Eres, Nexus Development Corporation**FROM:** Eugene Tang, AICP**DATE:** October 29, 2015**RE:** Parking Study for the
Long Beach Airport Hotel Project
Long Beach, California**Ref:** J1406

Gibson Transportation Consulting, Inc. (GTC) was asked to prepare a parking demand study for the proposed Long Beach Airport Hotel Project in Long Beach, California.

PROJECT DESCRIPTION

Nexus Development Corporation proposes the development of a 241-room dual-branded hotel (Project) at the southwest corner of Cover Street & Lakewood Boulevard, near the Long Beach Airport, in the City of Long Beach, California (City). The site is located in the Douglas Park complex, which is in a Planned Development (PD) zone. The two hotels to be co-developed on the site include a Hampton Inn and a Homewood Suites, which are categorized, respectively, as limited/select service and extended stay hotels. The Project also proposes an on-site parking supply of 221 spaces.¹

STUDY PURPOSE

Per the Long Beach Municipal Code² (LBMC), which requires one off-street parking space per room for the hotel land use, the Project needs to provide 241 off-street parking spaces. Since the proposed parking supply is 20 spaces fewer than the LBMC requirement, GTC was asked to analyze the reasonability of a 20-space parking variance.

To do so, GTC analyzed both empirical data and hotel parking requirements from the municipal codes of other jurisdictions.

¹ This parking supply is equivalent to a rate of 0.92 spaces per hotel room.

² Long Beach Municipal Code, Chapter 21.41

EMPIRICAL DATA

For the purposes of this study, empirical data was acquired through research of recently completed parking studies and the collection of new parking occupancy surveys at other comparable hotel sites.

Recently Completed Studies

Research into the GTC files indicates that a comparable study of hotel parking demand was completed in December 2014. That study included a parking occupancy survey at 12 selected hotels near a major tourist attraction, the Anaheim Resort Area. Due to the confidential nature of that study, only general characteristics of the selected hotels and relevant data are shared here.

The hotels represented a wide range of hotel types including extended stay, limited/select service, full service, and economy hotels. Additionally, the selected hotels were located in a combination of free-standing and co-located formats. The number of available rooms at each of the study hotels ranged from 143 to 467, with a median count of 258 rooms.

The parking occupancy surveys were completed during the overnight hours on two weekdays in late December 2014: Monday, December 29 and Tuesday, December 30. The weekdays in that particular week were selected because visitation to Disneyland and the other attractions in the Anaheim Resort Area was very high during the week between Christmas and New Year's and, thus, hotel occupancy was high. The selection of the overnight hours was intended to effectively isolate the hotel parking demand from any other commercial uses on the site, where applicable.

The results of those surveys are detailed in Table 1. As shown, the individual parking demand rates ranged from 0.53 spaces to 0.95 spaces per room. On Monday, December 29, 2014, the observed overall parking demand averaged 0.69 spaces per room. Similarly, the observed overall demand on Tuesday, December 30, 2014 averaged 0.68 spaces per room. An overall average parking demand of the two survey dates is 0.69 spaces per room.

Comparatively, this observed demand rate is lower than the LBMC requirement for hotels.

New Occupancy Surveys

New parking occupancy surveys were completed in mid-October 2015. A total of 10 comparable hotels were identified on the basis of similar characteristics to the Project (i.e., branding/hotel-type, general location, and co-location on the same site). The selected locations and their key characteristics include (but are not limited to the categorizations below):

- Branding/Hotel-Type: These hotels are notable because they are of the same brands proposed by the Project and the amenities offered and anticipated clientele are assumed to be comparable.
 - Hampton Inn, Carson – 137 rooms
 - Hampton Inn, Seal Beach – 110 rooms
 - Hampton Inn, Cypress – 110 rooms

- Hampton Inn, Ontario – 91 rooms
- Homewood Suites, Ontario/Rancho Cucamonga – 103 rooms
- General Location: These hotels are notable primarily for their proximity to an airport and their similarity in offered amenities.
 - Courtyard by Marriott, Long Beach Airport – 159 rooms
 - Hyatt Place, Ontario Mills – 127 rooms
 - Towne Place Suites, Ontario Airport – 112 rooms
 - Holiday Inn Express, Ontario Airport – 93 rooms
- Co-location: Multiple hotels on a shared site
 - Hilton Garden Inn, Ontario/Rancho Cucamonga – 122 rooms
 - Courtyard by Marriott, Ontario/Rancho Cucamonga – 117 rooms
 - Homewood Suites, Ontario/Rancho Cucamonga – 103 rooms (also referenced above)

The new occupancy surveys were collected in a similar manner to the study referenced above. The surveys were performed on Thursday, October 15, 2015 and Saturday, October 17, 2015 during the overnight hours. Again, an overnight survey is able to better isolate hotel parking demand when located in a shared commercial lot and represents the peak hotel demand.

The results of the occupancy surveys and calculation of the average parking demand rate for each hotel is detailed in Table 2. The parking demand rates for each hotel ranged from 0.39 spaces to 1.32 spaces per room, with an average weekday parking demand rate of 0.72 spaces per room and an average weekend demand rate of 0.84 spaces per room.

Both sets of empirical data suggest an overall average parking demand lower than one space per room for the hotel use.

PARKING REQUIREMENTS OF OTHER JURISDICTIONS

The municipal code parking requirements for hotels in other jurisdictions were also reviewed. Notably, several local jurisdictions identify a hotel parking rate of less than one space per room. The requirements of these jurisdictions and a hypothetical application to the Project are described below:

- City of Los Angeles, Municipal Code Section 12.21 A4: Hotels are required to provide one space per room, for rooms 1-30; one space per two rooms, for rooms 31-60; and one space per three rooms, for rooms 61+. Hypothetically applied to the Project, the equivalent rate of parking is 0.43 spaces per room (30 spaces for rooms 1-30 plus 15 spaces for rooms 31-60 plus 60 spaces for rooms 61-100 and divided by 241 rooms).
- Los Angeles County Code, Section 22.52.1130: Hotels are required to provide one space per two guestrooms and one space per suite, for an equivalent rate of 0.50 spaces per room.

- City of Norwalk, Municipal Code Chapter 17.03.040: Hotels are required to provide one parking space for every two rooms, for an equivalent rate of 0.5 spaces per room.
- City of Palm Springs, Municipal Code Chapter 93.06.00: Hotels are required to provide one parking space per room, for rooms 1-50 and 0.75 spaces per room for rooms 51+. Hypothetically applied to the Project, the equivalent rate of parking is 0.80 spaces per room (50 spaces for rooms 1-50 plus 143 spaces for rooms 51-100 and divided by 241 rooms).
- City of Upland, Municipal Code Chapter 17.22.030: Hotels are required to provide one space per two guest rooms for rooms 1-40 and one space per four rooms, for rooms 41+. Hypothetically applied to the Project, this requirement is equivalent to a rate of approximately 0.30 spaces per room (20 spaces for rooms 1-40 plus 51 spaces for rooms 41-100 and divided by 241 rooms).
- City of Newport Beach, Municipal Code Chapter 20.40: While no parking rate is specified for a hotel use, the hotel parking requirements are established through the Conditional Use Permit (CUP) process, which requires a parking analysis to be completed. Other sections of the municipal code allow for adjustments/reductions from the off-street parking requirements with a parking analysis.

With the municipal code research above and a hypothetical application of those parking rates to the Project, the equivalent parking rates range from 0.3 spaces to 0.8 spaces per room. One jurisdiction does not identify a hotel parking rate and instead relies on a CUP and parking analysis to determine the appropriate parking requirements. The research indicates that other jurisdictions have approved and adopted hotel parking requirements lower than one space per room.

CONCLUSION

As proposed, the Project parking supply is equivalent to a rate of 0.92 spaces per room, which is slightly lower than the LBMC requirement of one space per room for a hotel use. When taking into consideration the empirical data and municipal code research presented above, the findings suggest that hotel parking can be accommodated at a rate lower than one space per room.

If the highest average parking demand rate of the empirical data were assumed, that would be equivalent to 0.84 spaces per room. Similarly, if the highest of the researched municipal code rates were applied, that would be equivalent to 0.80 spaces per room. Applying these demand rates to the Project results in a parking demand ranging from 193 to 202 spaces, which is lower than the proposed parking supply of 221 spaces. The actual experience of hotel parking indicates that average parking demand is lower than one space per room.

Therefore, the proposed parking supply of 221 spaces is adequately sized for the Project and is anticipated to meet the parking demand.

TABLE 1
SUMMARY OF PREVIOUSLY PERFORMED HOTEL PARKING OCCUPANCY SURVEYS

| ID | Hotel Type | Location | Room Count | December 29, 2014 | | December 30, 2014 | |
|-----------------------------------------|----------------------------|--------------|------------|-------------------------|--------------|-------------------------|--------------|
| | | | | Observed Parking Demand | Parking Room | Observed Parking Demand | Parking Room |
| C1 | Hotel | Anaheim | 303 | N/A | N/A | 164 | 0.54 |
| C2 | Economy | Anaheim | 467 | 248 | 0.53 | 261 | 0.56 |
| C3 | Extended-stay | Anaheim | 200 | 147 | 0.74 | 158 | 0.79 |
| C4 | Limited/Select Service | Anaheim | 129 | 90 | 0.70 | 93 | 0.72 |
| C5 | Limited/Select Service | Anaheim | 308 | 184 | 0.60 | 172 | 0.56 |
| C6 | Hotel | Anaheim | 251 | 238 | 0.95 | 219 | 0.87 |
| C7 | Extended-stay | Garden Grove | 200 | 162 | 0.81 | 154 | 0.77 |
| C8a | Extended-stay, shared site | Garden Grove | 166 | 134 | | 133 | |
| C8b | Hotel, shared site | Garden Grove | 376 | | 0.69 | | 0.69 |
| C8c | Hotel, shared site | Garden Grove | 495 | 371 | | 498 | |
| C9a | Extended-stay, shared site | Anaheim | 143 | 135 | | 129 | |
| C9b | Hotel, shared site | Anaheim | 264 | 162 | | 178 | |
| Total / Average Parking Demand per Room | | | | 3,178 | 1,995 | 0.69 | 2,159 |
| | | | | | | | 0.68 |

Notes:

Details of the previously completed surveys are subject to a confidentiality agreement, only relevant general characteristics are presented here. The surveys were conducted during the overnight hours of the identified days.

TABLE 2
SUMMARY OF HOTEL PARKING OCCUPANCY SURVEYS

| ID | Hotel | Address | Room Count | October 15, 2015 | | October 17, 2015 | |
|-----------------------------------------|------------------------------------|---------------------------|------------|-------------------------|-----------------------|-------------------------|-----------------------|
| | | | | Observed Parking Demand | Parking Demand / room | Observed Parking Demand | Parking Demand / room |
| 1 | Courtyard by Marriott - Long Beach | 3841 N Lakewood Boulevard | 159 | 120 | 0.75 | 134 | 0.84 |
| 2 | Hampton Inn - Carson | 767 E Albertoni Street | 137 | 71 | 0.52 | 54 | 0.39 |
| 3 | Hampton Inn - Seal Beach | 2401 Seal Beach Boulevard | 110 | 92 | 0.84 | 145 | 1.32 |
| 4 | Hampton Inn - Cypress | 10900 Yamaha Way | 110 | 76 | 0.69 | 84 | 0.76 |
| 5 | Hampton Inn - Ontario | 4500 Mills Circle | 91 | 66 | 0.73 | 83 | 0.91 |
| 6 | Holiday Inn Express - Ontario | 9589 Milliken Avenue | 93 | 52 | 0.56 | 67 | 0.72 |
| 7 | Towne Place Suites - Ontario | 9625 Milliken Avenue | 112 | 102 | 0.91 | 100 | 0.89 |
| 8 | Hyatt Place - Ontario | 4760 Mills Circle | 127 | 88 | 0.69 | 114 | 0.90 |
| 9 | Homewood Suites - Ontario | 11433 Mission Vista Drive | 103 | 81 | 0.79 | 81 | 0.79 |
| 10 | Hilton Garden Inn - Ontario | 11481 Mission Vista Drive | 122 | 115 | 0.94 | 126 | 1.03 |
| 11 | Courtyard by Marriott - Ontario | 11525 Mission Vista Drive | 117 | 63 | 0.54 | 90 | 0.77 |
| Total / Average Parking Demand per Room | | | 1,281 | 926 | 0.72 | 1,078 | 0.84 |

Notes:

The surveys were conducted during the overnight hours of the identified days.