

March 4, 2021

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Adopt a Resolution Certifying an Environmental Impact Report (EIR 4-20) (State Clearinghouse No. 2018121006), make findings of fact, adopting a statement of overriding considerations, and approving a Mitigation Monitoring and Reporting Program (MMRP);

Approve Site Plan Review SPR 18-14 and Local Coastal Development Permit LCDP 18-005, for the construction of a 30-story, 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 valet-only parking with 151 on-site parking stalls in a two-level garage with additional off-site parking spaces, on a 1.36-acre site located in the Coastal Zone at 100 East Ocean Boulevard in the Downtown Shoreline Planned Development District (PD-6 [Subarea 7]). The project scope includes improvements to the portions of Victory Park abutting the project site and the restoration of the Jergins Trust Tunnel. (Council District 2)

APPLICANT: 100 East Ocean Blvd., LP
c/o Steven Rupert, GBD Architects
1120 NW Couch Street, Suite 300
Portland, Oregon 97209
(Application No. 1803-03)

DISCUSSION

The site is a former redevelopment agency property located on the southeast corner of Ocean Boulevard and Pine Avenue. The site is bounded by Ocean Boulevard to the north, Seaside Way to the south, Pine Avenue to the east and The Promenade South (pedestrian access only) to the west (Exhibit A - Vicinity Map). The southern half of the project site is currently developed with a public surface parking lot consisting of 80 vehicular parking spaces and an automated pay station. The northern part of the site includes a portion of Victory Park, which currently houses a temporary public art project known as "The Loop", along with seating areas and landscaping. A single driveway is located along Seaside Way and two driveways are located on Ocean Boulevard. The



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site slopes towards the south at an approximately 7.9 percent grade with the Ocean Boulevard elevation approximately 25 feet above the rear property line elevation along Seaside Way.

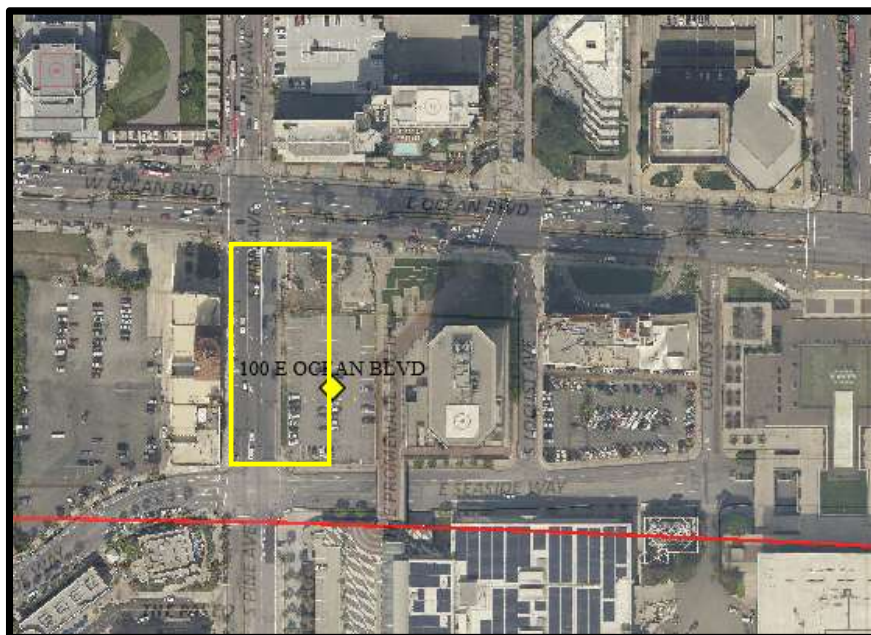
The project area is approximately 1.36 acres in size and includes Victory Park and the Jergins Trust Tunnel. The project site is designated as Land Use District (LUD) No. 7, Mixed Use District (project site), and LUD No. 11, Open Space and Park District (Victory Park), by the City's General Plan¹. As set forth in the General Plan, uses intended for LUD No. 7 include employment centers, such as retail uses, offices, and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; and recreational facilities. LUD No. 11 includes open space and park areas which are intended to remain or be redeveloped in the future in (essentially) an open condition. The 2019 General Plan Land Use Element PlaceType is Waterfront (WF); but the Land Use Element update is not yet part of the City's certified Local Coastal Program and is not applicable to this site at this time. The project site is also located within the Coastal Zone and is therefore subject to the requirements of the City's Local Coastal Program. The Local Coastal Program includes policies to increase use of public transit, walking, and bicycling opportunities, and encourages recreation and visitor-serving facilities.

The site is zoned per the Long Beach Municipal Code (LBMC) as Subarea 7 within the Planned Development District 6 (PD-6), Downtown Shoreline Planned Development District (Downtown Shoreline Plan). The Downtown Shoreline Plan specifically identifies residential, hotel, and office uses within Subarea 7 and includes specific requirements pertaining to ancillary uses such as retail uses, restaurants, and art galleries, as well as access, building design, and setbacks.

The site is located in an urbanized area surrounded by a mix of land uses. To the west, across Pine Avenue is the Ocean Center Building, a Long Beach Historic Landmark currently under renovation for an adaptive reuse of the building from a commercial to a residential use. Commercial and office uses also are located immediately northwest of the Project Site, with the Metro A Line (formerly known as the Blue Line) Downtown Long Beach (Transit Mall) station further to the north on 1st Street. To the north, across Ocean Boulevard, are the Renaissance Long Beach Hotel and several restaurants. Immediately to the east of the project site, separated by a retaining wall, are the Promenade South and an office building that is being remodeled to include a restaurant along the promenade. Further to the east, across Locust Avenue, is the Breakers Hotel building, a Long Beach Historic Landmark, which is vacant at the present time and under renovation. To the south and southeast, across Seaside Way, is the Long Beach Convention and Entertainment Center. Various commercial uses including restaurant and retail uses are located to the southwest. The project site and adjacent uses are shown in Figure 1.

¹ The City's General Plan Land Use Element (1989) and Scenic Routes Element (1975) were updated in 2019. The Scenic Routes Element was replaced with the Urban Design Element. At time the Project entitlement application was filed (3/1/2018) and the Notice of Preparation (NOP) for this EIR was published and circulated for review (12/4/2018), the 1989 General Plan Land Use Element and Scenic Routes Element were in effect. Subsequent to the NOP, the 2019 General Plan Land Use Element and Scenic Routes Element were approved by City Council on December 3, 2019. The California Coastal Commission (CCC) has not amended the City's Local Coastal Program (LCP) with the 2019 LUE. Therefore, the previous General Plan Land Use Element (1989) designation of Land Use District (LUD) in the 1989 General Plan and the Scenic Routes Element (1975) remain applicable to the project site.

Figure 1 – Project Location



BACKGROUND

There are no habitable structures on site, but concrete retaining walls remain along the northern and eastern site boundaries. The site is the location of the former Jergins Trust Building. The original building, known as the Markwell Building, was completed in 1919. Over the years, the building served many purposes, including offices for Standard Oil, a theater, several stores, municipal and superior courts, law offices and municipal and County offices. The Jergins Tunnel was constructed in 1927 as a pedestrian “subway to the beach” stretching north-south below Ocean Boulevard just east and parallel to Pine Avenue. The tunnel led through the Jergins Trust Building to the seashore area. In 1967, the City widened Ocean Boulevard and closed the tunnel by sealing the north entrance. Although the Jergins Trust Building was designated a Long Beach Historic Landmark in 1979, it was demolished in 1988 to allow redevelopment of the site for a hotel project. The pedestrian tunnel, once used as an underground passageway connecting the north side of Ocean Boulevard to the arcade of the Jergins Trust Building, was retained. Subsequently, the Jergins Trust Tunnel has been sealed along the northern retaining wall for over five decades.

Project Description

The proposed project involves the replacement of the existing surface parking lot and related improvements on the project site with a new 537,075-square-foot hotel with 429 rooms comprised of 171 king rooms, 152 double queen rooms, 76 suites, and 30 penthouse suites; 23,512 square feet of restaurant uses; and 26,847 square feet of meeting rooms, ballrooms, and pre-function space. In addition, hotel amenities would include a pool deck and bar, fitness center, executive lounge, guest laundry, and a main floor lounge. The project also includes improvements to Victory Park along Ocean Boulevard, including retaining the existing curb cuts on Ocean Boulevard to

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provide passenger loading and unloading, as well as providing pedestrian pathways, permeable hardscape, and new landscaping. The existing Long Beach Bike Share station located off Pine Avenue adjacent to the project site would remain. The proposed hotel use would be located in a 30-story building of up to 375.5 feet in height, consisting of a 27-story tower, over a 3-story podium, with new landscaping and outdoor amenity areas (Exhibit B - Project Plans).

The project will also provide public access into the Jergins Trust Tunnel. The tunnel would be used for educational tours, and interpretive signage, images and artifacts would be introduced to describe the tunnel's historical significance in the City. The work related to the tunnel and its future programming was reviewed separately by the City's Cultural Heritage Commission and proposed the conceptual improvements were found to be consistent with the Secretary of Interior's Standards for the Rehabilitation and Guidelines for the Rehabilitation of Historic Buildings.

Required Entitlements

The proposed project requires the following entitlements:

- **Site Plan Review:** Site Plan Review approval by the Planning Commission is required for all commercial projects with 50,000 square feet or more of construction;
- **Local Coastal Development Permit:** Development projects located in the Coastal Zone, which require discretionary approval², such as Site Plan Review, also require approval of a Local Coastal Development Permit to ensure compliance with the Local Coastal Program (LCP).

Project Design

The proposed hotel is designed with a tower feature over a podium. The project has a contemporary architectural style with a blend of precast concrete and aluminum framed glass system with spandrel glass and metal accent panels. A curtain wall (comprised of vision glass, spandrel glass, metal panel and shadowbox sections) will accentuate the slender tower form of the building. 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 will be vision glass, 28 percent of which will have bird safe treatments to minimize bird strikes, consistent with the Bird-Safe Building requirement of PD-6. (Exhibit C - Conditions of Approval)

The project is designed with parking on Level P1 and 1. A secondary pedestrian lobby and access to the Jergins Trust Tunnel on Level 1. Level 2 includes meeting rooms and a Jergins Trust Tunnel Gallery. Due to the sloped nature of the project site, the primary entrance facing Ocean Boulevard and opening onto Victory Park would be located on Level 3 of the building along with the main lobby, while the vehicle entrance on Level 1 would be accessed from Seaside Way on the south side of the building. The podium would rise from Seaside Way, with shifting floorplates to create rooftop decks on Levels 3, 6, and 7 along different sides of the building. Levels 4 and 5 include

² LBMC 21.25.903.B.2

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pre-function space, a ballroom, a ballroom kitchen, and executive lounge. Level 6 includes offices, amenity uses, and an outdoor deck featuring a pool, spa, bar, and landscaping. Level 7 would include an outdoor planted area along the building's eastern side. Levels 7 through 29 will comprise hotel rooms with Levels 26 through 29 including balconies. The hotel tower is crowned by a rooftop restaurant on Level 30 with an outdoor seating area and views of the waterfront and surrounding city.

An outdoor patio will be located on Level 3, wrapping around the north, west, and south sides of the building. As a Condition of Approval, this patio area will include a minimum 10-foot wide by 10-foot high perimeter walkway at Ocean Boulevard grade that will wrap the perimeter of the building along Pine Avenue and Seaside Way and shall remain open and accessible for public use. No private activities shall occur within the 10-foot walkway width, and all private activities shall occur on the building side of the walkway.

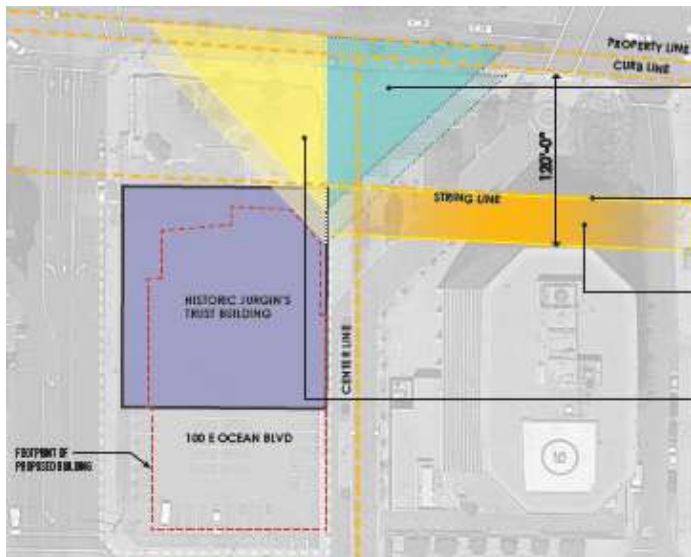
Exterior lighting will be incorporated along the building and throughout the project site for security and wayfinding purposes, as well as entryway lighting along driveways and pedestrian paths for safety. In addition, decorative and architectural lighting will be added to enhance the site. On-site lighting would be shielded to reduce light levels onto off-site uses as well as prevent light aimed upwards to remain in compliance with bird safety requirements. The building also has a spire lighting fixture that measures over 130-feet high that is attached to the building at the 28th floor. The lighting concept includes three or four vertically mounted runs of LED fixtures evenly spaced around the circumference of a structural tube. The "spire" element located on the south side of the tower 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. This spire has several conceptual purposes, including an identifying element in the Long Beach skyline, a lightning protection rod, and FAA tower lighting. As a Condition of Approval, the final spire design fixture and lighting shall be consistent with lighting design requirements of PD-6 to minimize light spillage.

As a project Condition of Approval, a Sign Program would be required for project signage to ensure the signage will be visually integrated with the proposed development and would feature colors and lighting that are complementary to the architectural design of the proposed building and the surrounding community.

The northeastern corner of the building has been angled and footprint indented on the lower floors to create a corner cut-off in accordance with PD-6 requirements. In addition, Subarea 7 requires a corner cut-off at the northeast corner of the site to create a cohesive entry feature to the Promenade, South from Pine Avenue.³ Subarea 7 (C.1) Building Design requirements are depicted in Figure 2.

³ Per City Ordinance No. ORD-U-0017.

Figure 2 – Site Diagram



A corner cut-off for access from Promenade North measuring 120' by 120' shall be provided at the northwest corner of the site.

New development between the Jergins Trust site and the Breakers site should be set back not less than 20' behind the string line to accent the entry to the Promenade South from Pine Ave.

In no case shall it be set back less than one hundred twenty feet (120') from the curbline of Ocean Boulevard.

Replacement of the Jergins Trust building shall provide a similar corner cut-off on the northeast corner of the site in order to create a cohesive entry feature to the Promenade South from Pine Avenue.

Victory Park

Victory Park functions as a major passive linear park in the Greater Downtown area. The design character of this open space is an informal public park. As previously mentioned, the site currently hosts a temporary public art piece and seating area with some landscaping. Proposed "in-concept" improvements to the portion of Victory Park within the project site include the installation of new landscaping and permeable hardscape, and completion of a pedestrian walkway connecting the corner of Pine Avenue and Ocean Boulevard to the existing Promenade South Walkway east of the project site and will also include retention of the existing curb cuts to provide passenger loading and unloading that will be designed as shared-use paths to be integrated with park improvements, in accordance with proposed conditions of approval. New landscaping, such as palm trees will 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 and Victory Park. 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 architectural elements identified in the Victory Park Design Guidelines such as benches, a trash receptacle, a drinking fountain, and Victory Park signage.

Circulation and Parking

Vehicular access to the project site would be provided via driveways along Seaside Way and Pine Avenue, with primary access from Seaside Way. These driveways would provide access to the valet parking areas on Level 1 and subterranean Level P1. In addition, two existing curb cuts on Ocean Boulevard would be utilized for passenger drop-off and valet service along the main entrance to the hotel on Level 3. Delivery, trash, and other service vehicles would access the building via Seaside Way via a loading bay at the southeast corner of the Project Site. Primary

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pedestrian access to the hotel would be provided via the main entrance facing Ocean Boulevard and Victory Park on Level 3. Upon entering, the main lobby would provide stairway and elevator access to the other areas of the building. Secondary pedestrian access would be provided on Level 1 via a small lobby located at the corner of Pine Avenue and Seaside Way. An exit corridor to Pine Avenue would be provided on Level 2.

All on- and off-site parking would be valet only. The valet drop-off area would be located near the main entrance to the hotel on Level 3, accessible via Ocean Boulevard. In addition, a Condition of Approval to provide a second valet staging area at one of the other project entrances along either Pine Avenue or Seaside Way during peak hours/peak events will be required to prevent any queue spillback onto Ocean Boulevard. A total of 151 on-site parking spaces would be provided in a two-level parking garage, with primary access from Seaside Way and secondary access from Pine Avenue (both with driveways on Level 1, connecting to subterranean level P1). Valet trips are expected to make a right turn onto eastbound Ocean Boulevard followed by a right at Locust Avenue to access Seaside Way and enter either the on- or off-site parking garage. The project would also provide 30 long-term bicycle parking stalls in a secure room on Level 1 and 8 short-term bicycle parking stalls near the main entrance on Level 3.

LBMC Chapter 21.41, Off-street Parking and Loading Requirements, and the Downtown Shoreline Planned Development District (PD-6) Ordinance set forth parking requirements for development projects based on land use type and floor area. Using these guidelines, the proposed hotel use would require 0.75 spaces per room, the associated meeting space would require 20 spaces per 1,000 square feet, and the restaurant space would require 10 spaces per 1,000 square feet, and as applied would total 1,052 parking spaces. A Shared Parking Study dated May 4, 2020, was prepared by Fehr & Peers and submitted to the City for consideration to determine the parking demand for the project in consideration of the City's parking requirements, the Shared Parking methodology developed by the Urban Land Institute (ULI), and empirical data collected at similar establishments (Exhibit D - Parking Study). Based on this analysis, the estimated parking demand was 180 parking spaces at Noon for a typical weekday and 304 parking spaces at 9:00 PM for a high demand weekend scenario with all uses at full capacity. An additional 280 parking spaces have been secured by the applicant at the existing Terrace Theater parking garage, approximately 0.2 miles southeast of the project site, to provide additional parking during peak demand (Exhibit E - Terrace Theater Parking). As a Condition of Approval, the applicant shall maintain off-site valet parking in perpetuity, and secure replacement off-site valet parking spaces for special events and peak usage periods when the Terrace Theater Parking Garage is not available. The Downtown area is a transit-rich environment that provides multi-modal opportunities for visitors, including light rail service, bus service, bicycle and scooter rentals and pedestrian resources to navigate the City. As a general condition of project approval, the project will implement Transportation Demand Management (TDM) measures to further reduce parking demand. Additionally, tandem stacking and valet management of cars on-site will result in more than the 151 "code" car spaces in the project recognized by zoning. The applicant will share the effectiveness of its parking and TDM programs with Planning staff and adjust based on those outcomes.

Requested Entitlements

The proposed project would require the approval of Site Plan Review and a Local Coastal Development Permit. Site Plan Review approval by the Planning Commission is required for all commercial projects with 50,000 square feet or more of floor area. The project with conditions would meet the required Findings for Site Plan Approval. The project design is harmonious, consistent, and complete within itself, and is compatible in design, character, and scale with neighboring structures and the surrounding community. 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 land use connections in the vicinity.

The project meets PD-6, Subarea 7 setback requirements including minimum building setback from Ocean Boulevard (80-feet) as the project is set back approximately 98-feet. The project meets the corner cut-off requirement at the northeast corner of the site, creating a cohesive entry feature to the Promenade South from Pine Avenue. PD-6 calls for creating east/west pedestrian walkways and improvements to the park strip along Ocean Boulevard (Victory Park). The project incorporates improvements to Victory Park within the project site and includes a pedestrian walkway connecting the corner of Pine Avenue and Ocean Boulevard to the existing Promenade South walkway located immediately east of the project site, which leads to a pedestrian bridge over Seaside Way. 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. In addition, an elevated pedestrian walkway across Pine Avenue to connect with a private residential project does not serve the intent of public walkways. Furthermore, a walkway will wrap the perimeter of the building and provide public access for viewing.

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 generally 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 patrons of and visitors to the site will not be traversing the 0.2-mile distance (1,056 feet) to the Terrace Theater parking garage. Furthermore, the proposed parking arrangement satisfies parking demand, promotes shared parking and generally allows for a more context-sensitive approach to parking that minimizes negative urban design impacts, both from the standpoint of the site and building design and the walkability of the area. 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.

The project is 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. These specific conditions and project compliance are outlined in Table 1 below:

Table 1
PD-6, Subarea 7 - Additional Height Requirements

Requirement	Hotel Project	Compliant
Portion of Building higher than 85-feet above Ocean Blvd has a maximum footprint of 70% Minimum setbacks: East – 25 feet West – 15 feet	39.5% footprint Setbacks: East – 25 feet West – 31 feet	<p style="text-align: center;">Yes</p>
Horizontal architectural features and terracing occur in line with the top of the parapet of the Ocean Center Building (100 W. Ocean) and 180 E. Ocean Blvd.	Podium masses of adjacent buildings align with project and create a complementary relationship	<p style="text-align: center;">Yes</p>
The periphery of the building shall contain only pedestrian serving uses and shall provide a 10-foot wide by 10-foot high walkway adjacent to the west and south property lines, which shall be publicly accessible from 8:00 am to dusk.	Pedestrian uses, such as, the hotel lobby are located ground level with a publicly accessible walkway adjacent to the west and south property line measuring 10-feet wide by 10-feet high, open 8:00 am to dusk.	<p style="text-align: center;">Yes</p>

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A traffic study must show that the additional height does not reduce Level of Service (LOS) at the intersection of Ocean Boulevard/Pine Avenue and Pine Avenue and Seaside Way below LOS D.	Based on the Traffic Study utilized in the DEIR, neither intersection will experience a LOS D based on the project scope, including the additional height.	Yes
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The project design includes bird-safe building policies and bird-safe design in order to reduce potential for bird strikes. These standards include glazing treatments, lighting design, landscaping, building interiors and a “Lights Out for Birds” program.

Local Coastal Development Permit

The site is located in the appealable area of the Coastal Zone. Any project in the Coastal Zone which requires discretionary approval, such as Site Plan Review, requires a Local Coastal Development Permit to ensure compliance with the Local Coastal Program (LCP). The project is located in the Downtown Shoreline Community Plan area of the LCP. The standards of the certified LCP for Subarea 7 carry out the Coastal Act requirements to protect public access to the coast and to protect visual resources. The LCP and the Coastal Act include policies that relate to coastal tourism, including overnight accommodations and recreation and visitor serving facilities. 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 proximity to the shore and 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. As this project conforms to the intent of the PD-6 general development standards, and also the land use and development standards for Subarea 7, the project conforms to the Downtown Shoreline Community Plan provisions of the LCP.

Based on the previous discussion, positive findings can be made for the entitlements needed to allow the development of the proposed hotel project. The findings are attached in Exhibit F - Findings.

Jergins Trust Tunnel

On September 10, 2018, the City’s Cultural Heritage Commission received and filed a draft Interpretative Plan for the former Jergins Trust Pedestrian Subway Tunnel. (Exhibit G - Interpretative Plan) The pedestrian subway originally opened to connect downtown Long Beach to the seashore, and The Pike, the popular seaside entertainment area. It was part of a series of safe passageways built underground in the City of Long Beach in the early 20th Century. The

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conceptual plans highlight the opportunity to not just reopen access to Jergins Tunnel, but to also share the history of the tunnel, the Jergins Trust Building and the historical seaside resort culture of the City. The Interpretative Plan considers options for reuse, and provides historic and current conditions, including photographs of salvaged artifacts from the Jergins Trust Building and existing conditions in the tunnel. Long Beach Heritage, a non-profit historical preservation organization, has indicated an interest in providing guided tours of the tunnel (Exhibit H – Long Beach Heritage Letter). The implementation of the Interpretative Plan would be a Condition of Approval for the proposed project.

PUBLIC HEARING NOTICE

A total of 937 public hearing notices were distributed on February 16, 2021, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code. At the time the report was prepared no public comments were received regarding the project.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR 04-20, State Clearinghouse No. 2018121006) has been prepared and made available for public review and comment in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines (Exhibit I - EIR).

A Notice of Preparation (NOP) of an EIR for review and comment by the public, and responsible and reviewing agencies, was circulated by the City on December 4, 2018 for a 30-day review period. During the NOP comment period, the City received nine comment letters from agencies and organizations (the State Office of Planning and Research, California Department of Transportation, California Coastal Commission, Los Angeles County Metropolitan Transportation Authority, Native American Heritage Commission, South Coast Air Quality Management District, Sanitation Districts of Los Angeles County, Gabrieleño Tongva San Gabriel Band of Mission Indians, and UNITE HERE Local 11). An Initial Study (IS) was prepared for the Project in conjunction with the NOP in December 2018 pursuant to CEQA Guidelines Section 15063. The Initial Study assisted the preparation of the EIR by focusing the EIR effects determined to be potentially significant, identifying the effects determined not to be significant, and explaining the reasons for determining that certain effects would not be significant.

A Notice of Availability (NOA) of an EIR and copies of the Draft EIR were circulated for review and comment on August 13, 2019, to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. Consistent with the requirements of CEQA Guidelines Sections 15087 and 15105, the Draft EIR was also submitted to the State Clearinghouse, Office of Planning and Research along with a Notice of Completion (NOC). Additionally, the NOA was distributed to all property owners and occupants within a 750-foot radius of the Project Site. Comments from such agencies, interested parties, and the general public were sought on the Draft EIR from August 13, 2019, through October 7, 2019, for a total review period of 55 days. The City received seven comment letters on the Draft EIR from public agencies and organizations (the State Office of Planning and Research, California Department of Transportation, California Coastal Commission, Sanitation Districts of Los Angeles County, Southern California Gas Company, Long Beach Heritage, and UNITE HERE Local 11/SWAPE).

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Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information or clarification regarding the Draft EIR were compiled into a Final EIR pursuant to CEQA Guidelines Sections 15089 and 15132. On May 13, 2020, the Final EIR and an NOA for the Final EIR were published and circulated to relevant public agencies and interested parties, including all those who commented on the NOP and Draft EIR. Additionally, the NOA was sent to all property owners and occupants within a 750-foot radius of the Project Site. The Final EIR was made available on the city's website. The Final EIR and NOC were also submitted to the State Clearinghouse, Office of Planning and Research on May 13, 2020.

On January 26, 2021, an EIR ERRATA was posted to the City of Long Beach website. Following publication of the Final EIR, the Project's Transportation Demand Management (TDM) Plan, included as Appendix E.3 to the Draft EIR, was updated to correct minor typographical errors and refinements to conform to the City's TDM Ordinance. In addition, a memorandum addressing the project's transportation impacts utilizing the City's adopted Vehicle Miles Traveled (VMT) guidelines was prepared for informational purposes by Fehr & Peers in January 2021 and is added to the EIR ERRATA as Appendix E.4.

A Statement of Overriding Considerations is required under the California Environmental Quality Act whenever an EIR identifies an unavoidable significant adverse project impact. The Final EIR identifies one significant and unavoidable impact for the project related to cumulative construction noise. The project's impact related to cumulative on-site construction noise cannot be mitigated to a less than significant level with incorporation of all feasible mitigation measures. The City finds this significant and unavoidable impact to be acceptable due to overriding considerations (Exhibit J - CEQA Findings of Fact). All other Project-specific and cumulative impacts would be less than significant or mitigated to a less than significant level.

A Mitigation Monitoring and Reporting program and Statement of Overriding Considerations has been prepared. The project would include mitigation measures to address air quality, historic resources, noise and transportation/traffic. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091(a)(3), the City finds that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible additional mitigation measures or alternatives beyond those identified in the EIR (Exhibit K - EIR Resolution). The City approves the project based on the following project benefits, including but not limited to, replacing an underutilized site with an economically productive hotel development providing visitor serving accommodations that supports and expands tourism and business activity in the Downtown Shoreline area, providing short- and long-term employment opportunities and generating transient occupancy tax, creating a pedestrian friendly environment through improvements to Victory Park and restoration and access to the Jergins Trust Tunnel, and providing a high-quality, signature architectural design that would enhance the downtown skyline and provide views of the Long Beach coastline and downtown area.

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Respectfully submitted,



ANITA JUHOLA-GARCIA
PROJECT PLANNER



ALEXIS OROPEZA
CURRENT PLANNING OFFICER



PATRICIA A. DIEFENDERFER, AICP
PLANNING BUREAU MANAGER



CHRISTOPHER KOONTZ, AICP
DEVELOPMENT SERVICES DEPUTY
DIRECTOR



OSCAR W. ORCI
DEVELOPMENT SERVICES DIRECTOR

OO:CK:PAD:AO:ajg

Attachments:

- Exhibit A - Vicinity Map
- Exhibit B - Project Plans
- Exhibit C - Conditions of Approval
- Exhibit D - Parking Study
- Exhibit E - Terrance Theater Parking
- Exhibit F - Findings
- Exhibit G - Interpretative Plan
- Exhibit H - Long Beach Heritage Letter
- Exhibit I - EIR
- Exhibit J - CEQA Findings of Fact
- Exhibit K - EIR Resolution