



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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

October 6, 2016

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Approve a Site Plan Review, Tentative Tract Map, three Conditional Use Permits, two Standards Variances, and a Master Sign Program for the construction and operation of Long Beach Exchange, a regional shopping center containing retail and restaurant uses at 4069 Lakewood Boulevard. (District 5)

APPLICANT: Burnham | Ward Properties, LLC
1100 Newport Center Drive, Suite 200
Newport Beach, CA 92660
(Application No. 1603-01)

DISCUSSION

The Long Beach Exchange (Project) is a retail-commercial development consisting of approximately 266,049 square feet of building area on a vacant 26.62-acre site within the boundaries of the Douglas Park: North Planned Development District (PD-32: North). The site is located within General Plan Land Use District Number 7 – Mixed Uses (LUD 7), a District established to vitalize sites and establish activity centers with a mix of uses, including retail-commercial and open spaces.

The Project site lies approximately 1.5 miles north of Interstate 405, one-half mile north of Long Beach Airport, and one-half mile west of Long Beach City College – Liberal Arts Campus (Exhibit A – Location Map). Land uses adjacent the site include the single-family residential Lakewood Country Club Estates neighborhood to the north, across East Carson Street; mid-rise Boeing office buildings and the Mercedes Benz business operations center to the east, across Lakewood Boulevard; vacant land to the west, across Worsham Avenue; and the Douglas Park Plaza commercial-retail shopping center, Courtyard Marriott hotel, and a two-story office building to the south.

The Project site is located within Subarea 1 of PD-32: North. Subarea 1 is intended as a mixed-use commercial district of office, retail, entertainment, restaurant, and hotel uses interspersed with linked community open spaces. The site encompasses the entirety of Subarea 1's Primary Retail Zone, the area of PD-32 intended for the bulk of the district's retail uses. Within the Primary Retail Zone lies the Main Street Overlay Zone, a lively, walkable retail zone that encompasses the north and south sides of

McGowen Street between Lakewood Boulevard and Worsham Avenue. An extension of the McGowen Street right-of-way through the site, connecting Lakewood Boulevard and Worsham Avenue, will divide the development into north and south blocks. Huggins Street, a private roadway to be developed as part of Project activities, would similarly connect Lakewood Boulevard and Worsham Avenue and mark the site's southern border.

The Douglas Park Development Agreement (DA), adopted in 2004 and amended in 2009, allows for up to 250,000 square feet of retail floor area within PD-32. The DA permits the construction of additional, unlimited retail floor area provided that each additional square foot of retail floor area results in a corresponding one and one-half square foot reduction in the maximum amount of PD-32 office and industrial space (set at 3.75 million square feet of floor area). In 2013, Nexus Development constructed the 10,000-square-foot Douglas Park Plaza commercial-retail center at the northwest corner of Lakewood Boulevard and Cover Street, south of the site. The remaining 240,000 square feet of retail entitlement has been transferred to the subject site. In order to achieve the Project's 266,049 square feet of retail development proposed for the Project, Douglas Park Associates III has agreed to convert 45,000 square feet of existing office and industrial entitlement for 30,000 square feet of additional retail entitlement.

Project Components

Vehicular access to the site will come primarily from two points: the signalized intersection at Lakewood Boulevard and McGowen Street, and the signalized intersection at Carson Street and Worsham Avenue (Exhibit B – Project Plans). Access to the Project's parking fields will be provided from multiple access points off McGowen Street and Worsham Avenue. Additional access points consist of a mid-block right-in/right-out off Carson Street and a right-in/right-out at Lakewood Boulevard and Huggins Street. Once Huggins Street is improved it will connect with Bayer Avenue, a north-south roadway extending north from Cover Street that currently terminates at the Project's southern edge. This connection will provide additional access to the site from the south.

The Project includes six anchor tenant spaces ranging from 18,000 – 40,000 square feet of floor area. Four of these anchor tenant spaces sit at the northern portion of the site, adjacent to Carson Street, in a row of connected buildings. A fifth tenant space in this section of development is to be occupied by a 10,900-square-foot junior anchor tenant. The front, primary entrance to these tenant spaces would be on the south façade of each building, facing the north block's main parking field. The backside of each building, including their loading areas, will face Carson Street. To create architectural interest along the Carson Street frontage, the rear of each building will feature the use of a variety of materials including concrete, wood, and steel, and incorporate supergraphics, green screens, and significant roof line variation. Additionally, the planting of three rows of trees between the buildings and Carson Street will assist in the screening of these rear elevation and loading dock areas. Incorporation

of “build-to” site identification lettering within the landscape setback will further add interest to this frontage.

The north block will also feature two of the Project's four commercial pads. The northern-most pad, Pad D, is located in the north block's northeast corner, adjacent to Lakewood Boulevard and Douglas Plaza, the existing, 0.4-acre open space that serves as the northern gateway to Douglas Park. Pad D contains 3,867 square feet of floor area and features outdoor patio seating adjacent to its south and west facades. A single, 350-foot drive-thru lane running parallel to Lakewood Boulevard would service the use. Pad C contains 6,500 square feet of floor area and is located at the north block's southeast corner, adjacent to the Lakewood Boulevard and McGowen Street intersection. Of the Project's four commercial pads, Pad C is the only pad to feature no drive-thru lane.

The southern edge of the north block is defined by two rows of smaller retail spaces lining McGowen Street. Building placement and orientation in this area will create a “Main Street” feel, with pedestrian-oriented building facades opening onto a wide public sidewalk. Angled parking stalls accessible directly from McGowen Street will add to the street's urban nature, further encourage activity, and provide a convenience for visitors.

The two anchor tenants on the Project's south block are located in connected buildings that sit on the interior of the site with their front entrances facing a parking field separating the buildings from Lakewood Boulevard. A 7,500-square-foot junior anchor tenant space would occupy the northern edge of this building cluster. Behind these buildings sits the 16,800 Hangar retail building and the Project's primary open space area, a 1.24-acre central plaza consisting of hardscape amenities, a reflective water element, and interpretive features that pay homage to the history of the property and Douglas Park. The Hangar will contain a unique assemblage of retail and restaurant uses housed within an open-air structure with a rolling door system that opens onto the central plaza space. The east side of the plaza will be lined with detached retail buildings measuring 12,000 square feet each.

Similar to the north block, the south block's Lakewood Boulevard frontage would feature two commercial pads, one at each corner. Pad B, located at the south block's northeast corner, adjacent to the Lakewood Boulevard and McGowen Street intersection, contains 5,200 square feet of floor area. A single, 245-foot drive-thru lane wraps the building on its east, north, and west facades. Pad A, located at the site's southeast corner, contains 2,882 square feet of floor area and features a single, 243-foot drive-thru lane lining its west, south, and east facades.

Parking for the Project consists of 1,345 stalls. The majority of stalls will be located in parking fields sitting between the buildings and off the street frontages. The remaining 106 parking stalls will be located in angled stalls off McGowen Street and angled (north side) and parallel (south side) stalls off Huggins Street. All parking stalls will be located on-site, and all stalls are to be shared in common by Project tenants. Parking is provided at a rate of 5.06 stalls per 1,000 square feet of building area, a figure exceeding

the minimum on-site parking requirement of 5.0 stalls per 1,000 square feet of building area. Bicycle parking and bicycle rental amenities are located throughout the site to encourage the use of alternate modes of transportation. A condition of approval has been added requiring the developer to participate in the City-sponsored bike share program (Exhibit C – Conditions of Approval).

PD-32 North: Development Standards establishes a requirement for community open spaces. In addition to two fixed open space areas (identified as Douglas Plaza and Subarea 2's Jansen Green), four other open spaces – totaling 1.5 acres minimum – are required. The Project's north block will contain .59 acres of open space, while the south block will contain 1.49 acres of open space. Open space areas will be linked via landscaped and tree-lined walkways and building patio areas. Landscaped walkways, open spaces, and streetscapes will feature pedestrian seating, enhanced paving, pedestrian lighting, and other amenities. Landscaping will feature primarily native, drought-resistant plantings that would be integrated into the Project design to enhance aesthetics and provide a more pedestrian-scaled environment.

The requested Project approvals consist of a Site Plan Review (for new commercial development over 1,000 square feet), Tentative Tract Map (for the subdivision of the site into 12 parcels), three Conditional Use Permits (for three restaurants with drive-thru lanes), two Standards Variances (for a waiver of build-to line requirements along Lakewood Boulevard and McGowen Street), and a Master Sign Program (for shopping center identification, tenant identification, and wayfinding signage).

Site Plan Review

The Project will be in substantial conformity with the goals and objectives outlined in PD-32: North Development Standards for new development within Douglas Park (Exhibit D – Findings of Approval). Homage to the distinct aeronautical history of the site is found in elements throughout the Project, including signage, building architecture, and interpretive programming. Streets and public walkways within the site have been designed for pedestrian orientation, sociability, and public safety, and Project open spaces will provide focal points for community engagement and relaxation. Sustainability objectives designed to minimize development impacts have also been incorporated. Per Section 21.45.400 of the Zoning Regulations, the project will be required to meet the equivalent of LEED at the Certified level.

Tentative Tract Map

The Project includes Tentative Tract Map No. 74316, a proposal to subdivide the site into 12 parcels (Exhibit E – Tentative Tract Map). The newly created parcels will conform to the minimum lot size standards set forth in Table 3 of PD-32: North Development Standards (all lots shall contain no less than 10,000 square feet of lot area) and have frontage on a public street. Street design and widths have been reviewed by various City Departments to ensure adequate and well-designed access has been provided throughout the site. Conditions of approval drafted by the Department of Public Works have been attached to the Project.

Conditional Use Permits (3)

PD-32: North Development Standards permit restaurant and ready-to-eat food establishments with drive-thru lanes in Subarea 1 upon approval of a Conditional Use Permit. Per Section 21.45.130 of the Zoning Regulations, all drive-thru lanes associated with a restaurant or ready-to-eat food establishment shall have a minimum queuing distance of 150 feet. The Project contains three restaurant pads with drive-thru lanes. The three drive-thru lanes measure 243 feet (Pad A), 245 feet (Pad B), and 350 feet (Pad D).

Standards Variances (2)

PD-32 North: Development Standards establish build-to lines along McGowen Street and Lakewood Boulevard to create a consistent street edge that would help define the private property abutting these roadways as cohesive pedestrian spaces. McGowen Street is identified as a Primary build-to line street, where a minimum of 60 percent of the roadway frontage shall contain buildings at zero setback. Lakewood Boulevard is identified as a Secondary built-to line street, where a minimum of 40 percent of the roadway frontage shall contain buildings at zero setback. The Project does not fully achieve the built-to requirements. The incorporation of landscaping, building projections, pedestrian sidewalks, and other elements along these frontages have been provided to draw interest and screen parking fields to achieve the objectives of the build-to lines.

Master Sign Program

PD-32: North Development Standards requires a Master Sign Program (Sign Program) be prepared for each of the district's three subareas. The Project's proposed Sign Program includes individual tenant identification signage standards and a comprehensive center-wide signage and wayfinding plan. Proposed signage includes freestanding marquee signs and raised-letter street gateway signage at the Project's two main entries (Carson/Worsham and Lakewood/McGowen), 10 monument-style tenant marquees located on the Project's perimeter street frontages, pedestrian-scale "build-to" site identification lettering along the site's Carson Street and Lakewood Boulevard frontages, building super graphics and tenant identification signage, and interior directional and informational signage. Signage will be visually integrated with Project buildings and employ a consistent, aeronautical design theme.

This item was continued from the September 15, 2016 Planning Commission agenda to the October 6, 2016 Planning Commission agenda due to lack of a quorum.

PUBLIC HEARING NOTICE

Public hearing notices were distributed on August 29, 2016, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code. At the time of writing of this report, staff has received no questions or comments, written or otherwise, from the public regarding this project. All written public testimony received following preparation of this report will be provided to the Planning Commission prior to the hearing.

ENVIRONMENTAL REVIEW

An Environmental Impact Report for the Douglas Park Project (then called PacifiCenter @ Long Beach) was certified in 2004, and an addendum was certified in 2009. This addendum was prepared in response to a number of proposed modifications to the project analyzed in the 2004 EIR, among them an increase in project's retail square footage. This project is within the scope of development anticipated and analyzed as part of this EIR. No additional environmental review is required for this project.

Respectfully submitted,

Linda F. Jatum

LINDA F. TATUM, AICP
PLANNING BUREAU MANAGER

Appleton

AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LFT:mh

Attachments:

- Exhibit A – Location Map
- Exhibit B – Project Plans
- Exhibit C – Conditions of Approval
- Exhibit D – Findings of Approval
- Exhibit E – Tentative Tract Map

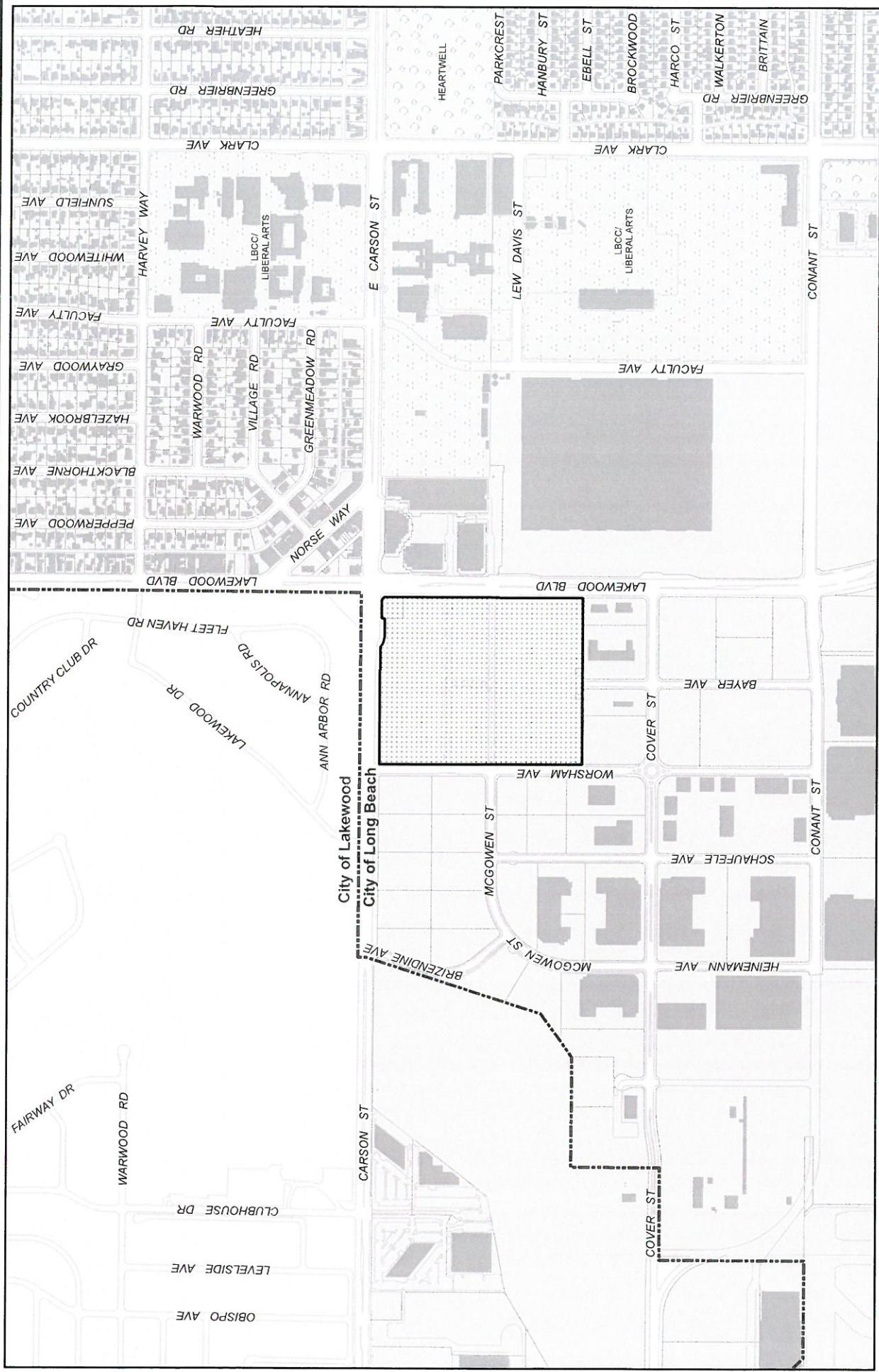


Exhibit A



500 Feet

Subject Property:
4069 Lakewood Blvd
Application No. 1603-01
Council District 5
Zoning Code : PD-32 Subarea 1
Overlay Main St



EXHIBIT C

**SITE PLAN REVIEW, TENTATIVE TRACT MAP,
CONDITIONAL USE PERMIT, STANDARDS VARIANCE,
& MASTER SIGN PROGRAM CONDITIONS OF APPROVAL**

4069 Lakewood Boulevard

Application No. 1603-03

October 6, 2016

1. Approved under this permit are a Site Plan Review, Tentative Tract Map, three Conditional Use Permits, two Standards Variances, and a Master Sign Program in conjunction with construction and operation of the Long Beach Exchange project, a retail-commercial development consisting of 266,049 square feet of building area and 1,345 vehicle parking stalls on a vacant 26.62-acre site within Douglas Park.
2. Project approvals correspond to Site Plan Review plans dated July 29, 2016; Signage and Wayfinding plans dated July 20, 2016; and Tenant Signage Guidelines dated July 20, 2016.
3. The project shall participate in the City's bike-share program and comply with all applicable standards of the City's bike-share vendor, CycleHop. Necessary infrastructure shall be installed to the satisfaction of the Director of Development Services prior to the issuance of a Certificate of Occupancy for any of the project's anchor tenant buildings, as classified on project Site Plan Review plans dated July 25, 2016.
4. The project shall comply with all applicable Mitigation Measures identified in the Mitigation and Monitoring Reporting Program for Environmental Impact Report (EIR) State Clearinghouse No. 2001051048 and Addendum to the satisfaction of the Director of Development Services.
5. Final design of project build-to site identification lettering shall be subject to Staff Site Plan Review Committee review and approval prior to the issuance of any project buildings permits.
6. The applicant shall prepare and record with the County Recorder's Office a perpetual nonexclusive appurtenant easement providing for pedestrian and vehicular cross access (including parking access), ingress and egress upon, over and across all sidewalks, roadways, entrance ways, driveways, and other access ways for the benefit of the respective owners and users to the satisfaction of the City of Long Beach and the Department of Development Services.
7. Parking stalls on the north and south sides of Huggins Street within the roadway shall not be restricted in any way to Long Beach Exchange visitors, employees, or other parties related to the development.
8. 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 bicycle facilities. Per the requirements of the Master CC&Rs, the applicant shall comply with the requirements of the Transportation Demand Management Coordinator at

Douglas Park.

9. All landscaped areas must be maintained in a neat and healthy condition. Any dying or dead plant material must be replaced with the minimum size and height plant(s) required by PD-32: North Development Standards and Design Guidelines and applicable Municipal Code regulations.
10. This permit and all development rights hereunder shall terminate two years 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.
11. 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).
12. 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.
13. 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.
14. 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).
15. 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.
16. 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.
17. The Director of Development Services is authorized to make minor modifications to

the approval design plans or the 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.

18. 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 Long Beach Development Services prior to the issuance of a building permit.
19. 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, 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 Long Beach Development Services for review and approval of the enclosure designs and materials. Trash enclosures require a separate permit.
20. Prior to the issuance of a building permit, the applicant shall depict all utility apparatus such as, but not limited to, 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, unless as otherwise required by other City departments. 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.
21. The applicant shall provide for public refuse collection accessibility to the satisfaction of the Director of Public Works.
22. Energy conserving equipment, lighting and construction features shall be utilized on the buildings as feasible.
23. 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.
24. 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. Pedestrian path lighting shall be included on the plan.

25. 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 Long Beach Development Services.
26. 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, in accordance to plans submitted and filed prior to entitlement approval.
27. Use of glass with less than 25 percent reflectivity on the exterior of all commercial buildings is required. 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 Long Beach Development Services.
28. No cross-lot drainage shall be permitted without the appropriate easements over adjoining lots, or as allowed by CC&R's.
29. 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.
30. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.
31. Separate building permits are required for fences, retaining walls, flagpoles, and pole mounted yard lighting foundations.
32. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
 - a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.:
 - b. Saturday: 9:00 a.m. – 6:00 p.m.; and
 - c. Sundays: not allowed.
33. The final map is to be prepared in accordance with the approved tentative map and shall be recorded with the L.A. County Recorder's Office within thirty-six (36) months from the date of the Planning Commission's approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of the tentative map. If the final map cannot be recorded within the thirty-six (36) month period, the subdivider can request a time extension. The time extension request shall be submitted to the Zoning Administrator for review and approval as per Section 21.21.406 of the Long Beach Municipal Code.

34. Unless specifically waived by the Planning Commission, the final map shall be prepared to conform to all conditions, exceptions and requirements of Title 20 (Subdivision Ordinance) of the City of Long Beach. The content and form of the final map, including all proposed property lines, shall be based upon criteria established by the Director of Public Works.
35. Prior to approval of the final map, the subdivider shall deposit sufficient funds with the City to cover the cost of processing the final map through the Department of public works. Furthermore, the subdivider shall pay the associated Planning processing fees of the final map.
36. The Department of Public Works submits the following requirements for the proposed development at 4069 Lakewood Boulevard. It is the recommendation of this department that a final tract map be processed for this subdivision project. The applicant shall provide the following to the satisfaction of the Director of Public Works:

GENERAL REQUIREMENTS

- a. The final map shall be based upon criteria established by the California Subdivision Map Act and Title 20 of the Long Beach Municipal Code.
- b. Prior to final map approval, the Subdivider shall obtain utility clearance letters for any public entity or public utility holding any interest in the subdivision as required by the Subdivision Map Act.
- c. Prior to final map approval, the Subdivider shall submit its on-site parking management plan and CC&R's for review and approval of the Director of Public Works.
- d. All required off-site improvements and facilities required by the Department of Public Works not in place and accepted prior to final map approval must be guaranteed by an instrument of credit or bond to the satisfaction of the Director of Public Works.
- e. This development is within the PD-32 North Development Agreement area of the Douglas Park Development and is subject to conditions imposed by the Development Agreement. With respect to this development site and the immediately adjoining existing or future public and private streets, The Subdivider shall comply with the requirement of the Development Agreement or provide written waiver(s) for non-conforming development designs.
- f. Prior to the start of any on-site/off-site construction, the Subdivider 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

- g. The Subdivider 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 during the plan check process the right-of-way dedication way shall be provided.
- h. 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.
- i. The Subdivider's Site Plan proposes to construct Huggins Street along the southerly boundary of the development site. The Douglas Park Development Agreement defines Huggins Street as a "private street", construction of Huggins Street, a private street shall be in accordance with PD-32 North Development Standards and Long Beach Municipal Code Section 21.47.
- j. The Douglas Park Development Agreement defines McGowen Street with private sidewalk rights-of-way and public roadway. The McGowen Street private sidewalk shall be constructed in accordance with PD-32 North Development Standards and Long Beach Municipal Code Section 21.47 to the satisfaction of the Director of Public Works.
- k. Prior to issuance of the Certificate of Occupancy, the Subdivider shall provide for easements for public access, bike lane, public utility, refuse collection and vehicular access within and along the private Huggins Street and the sidewalks along McGowen Street public roadway right-of-way to the satisfaction of the Director of Public Works.
- l. Easements shall be provided to the City of Long Beach for the proposed public facilities to the satisfaction of the concerned City Department or public agency holding interest and shall be shown on construction plans to the satisfaction of the Director of Public Works.

ENGINEERING BUREAU

- m. The Subdivider 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 Subdivider to the satisfaction of the Director of Public Works.
- n. 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 Subdivider 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.

- o. 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

- p. All public and private street improvements 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, street lighting on the north and south side of McGowen Street and Huggins Street, and all public utility fixtures required to satisfy the public utility department holding interest. The Subdivider shall submit detailed construction plans per Public Works Standard Specification for review and approval by Public Works.
- q. The Subdivider 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.
- r. The Subdivider 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.
- s. 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.
- t. 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.

- u. 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.
- v. 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.
- w. The Subdivider shall construct, or provide for, high pressure sodium luminaries or approved alternate light standards and feed point(s) along the proposed private and public street adjacent to the 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.
- x. The Subdivider shall landscape the parkway adjacent to the development sit along the public and private street in connection with this development 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.
- y. Electric meters that power irrigation control devices and provide irrigation to landscaped areas within public rights-of-way shall be dedicated to those devices.
- z. 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

- aa. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Contact the Traffic and Transportation Bureau at (562) 570-6331 to request

additional information regarding driveway construction requirements.

- bb. The Subdivider shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
- cc. 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.).
- dd. The Subdivider shall contact the Traffic & Transportation Bureau, at (562) 570-6331, to modify the existing curb marking zones, adjacent to the site.

AIRPORT

- ee. The Subdivider 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.
- ff. 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

- gg. The Subdivider 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.
- 37. The applicant shall defend, indemnify, and hold harmless the City of Long Beach, its agents, officers, and employees from any claim, action, or proceeding against the City of Long Beach or its agents, officers, or employees brought to attack, set aside, void, or annul an approval of the City of Long Beach, its advisory agencies, commissions, or legislative body concerning this project. The City of Long Beach will promptly notify the applicant of any such claim, action, or proceeding against the City of Long Beach and will cooperate fully in the defense. If the City of Long Beach fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Long Beach.

EXHIBIT D

SITE PLAN REVIEW FINDINGS
4069 Lakewood Boulevard
Application No. 1603-01
October 6, 2016

Pursuant to Section 21.25.506 of the Zoning Ordinance, the Site Plan Review Committee or the Planning Commission shall not approve a Site Plan Review 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 Long Beach Exchange (Project) development consists of approximately 266,049 square feet of building area on a vacant 26.62-acre site. Project design is harmonious, consistent, and complete within itself, and in general conformance with the development standards and design guidelines of Douglas Park: North (PD-32: North).

The Project is compatible with and reinforces existing and future uses within Douglas Park, which include office, light industrial, retail-commercial, and hotel uses. The Project site will be divided into two blocks by the extension and improvement of the public McGowen Street right-of-way, which would connect Lakewood Boulevard, the site's eastern border, with Worsham Avenue, the site's western border. Huggins Street, a private roadway to be developed as part of Project activities, would similarly connect Lakewood Boulevard and Worsham Avenue and mark the site's southern border. The addition of these roadway segments will establish a rectilinear block pattern consistent in size and scale with other Douglas Park development sites, ensure easy access to the various Project amenities, and provide convenient curb-side parking for visitors. These street segments have been designed as public open spaces that promote pedestrian orientation, sociability, and safety. Wide sidewalks and landscaped parkways would line all project street frontages. Additional landscape buffers are provided along the site's Carson Street and Lakewood Boulevard frontages to give the project a softer edge along these busier roadways.

The various structural elements of the project will share a common architectural theme reflecting the Douglas Park's aeronautical history and the importance aircraft manufacturing uses had on the site and City. Buildings will employ a diverse palette of materials and feature exterior elevations designed with articulation to create visual interest and enhance the pedestrian experience. Three-dimensional elements such as storefront awnings and canopies are provided on all buildings to modulate façade planes. Open spaces, highlighted by

the 1.24-acre plaza space north of the signature Hangar retail building, would be linked by landscaped pedestrian walkways providing inviting, safe, and efficient access to the Project's developed components.

The Project's Master Sign Program will tie the development's aeronautical theme into all of the pylon, monument, supergraphics, and wayfinding signage. The Master Sign Program also contains creative Project identification signage along its Lakewood Boulevard frontage and interactive street gateway signage at key entry points to the site. Tenant signage standards are reflective of the City's push for signage with a high-level of design creativity.

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 specific plans currently in effect for the site are the Douglas Park: North Planned Development District (PD-32: North) Development Standards and Design Guidelines. Adopted PD-32: North Design Guidelines focus on the creation of a cohesive master planned environment that combines compatible uses, quality architecture, and a variety of open spaces and pedestrian connections. Project design conforms to these overarching district guidelines.

The Design Guidelines provide a more specific design criteria for Subarea 1 development. Design emphasis within this retail-commercial subarea is placed on urban character and enhancement of the pedestrian experience. The Project is in general conformance with these guidelines. McGowen Street, between Lakewood Boulevard and Worsham Avenue, is designed as a walkable "main street" featuring storefronts and pedestrian amenities in a safe, comfortable, and inviting setting. Buildings throughout the development feature varied architectural scale and rhythm through the use of different variations in building mass, a variety of rooflines and building heights, and variety in building materials and colors. Screening of parking fields, building loading docks, and transformers are achieved through a combination of landscaping and structural elements. To further promote urban character and for public safety, enhanced paving is provided in pedestrian areas throughout the development. The Master Sign Program has been developed in accordance with the sign design criteria set forth in Chapter 21.44 of the Zoning Regulations and is reflective of the City's push for lasting, high-quality sign design.

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

The 26.62-acre Project site is currently a relatively flat, unimproved dirt lot. No significant mature trees are located on site. Existing street trees and parkway landscaping along adjacent rights-of-way will remain in place.

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

The Project would improve a vacant, 26.62-acre site of relatively flat topography. The proposed public improvements in and around the project site have been reviewed by City staff and been found to be necessary for the Project's function and success. The project necessitates these public improvements to ensure that development does not adversely impact other public and private facilities and services.

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

The proposed project contains more than 100,000 square feet of new, nonresidential development (125,500 square feet) and is therefore subject to the Transportation Demand Management Ordinance requirements. A condition of approval will require all applicable measures be incorporated into the final project design to the satisfaction of the Director of Development Services.

As required by PD-32: North Development Standards, incorporation of preferential carpool/vanpool parking areas will be provided. Final locations are subject to staff review and approval prior to the issuance of building permits. Bicycle parking will be provided throughout the project, and the developer is required to participate in the City's bike-share program and comply with all applicable standards of the City's bike-share vendor, CycleHop. Pedestrian connections will link bicycle parking areas with project buildings and open space areas, as required.

The site is currently served by bus stops on the south side of Carson, just east of Worsham; and on the west side of Lakewood, just south of Carson. There are also nearby stops on the north side of Carson, at Worsham; and on the south side of Carson, east of Lakewood Boulevard. Per Douglas Park's 2009 EIR Addendum, more than 900 daily weekday buses stop within ½ mile of the center of Douglas Park. The close proximity to local transit was expected to result in a daily trip reduction of up to 15 percent.

TENTATIVE TRACT MAP FINDINGS

4069 Lakewood Boulevard

Application No. 1603-01

October 6, 2016

Tentative Tract Map

Pursuant to Section 20.12.100 of the Subdivision Regulations, the Planning Commission shall approve a Tentative Map if the map complies with State and local regulations and if all of the following findings are made:

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

The site of the Long Beach Exchange project (Project) is located in General Plan Land Use District (LUD) No. 7 – Mixed Uses. LUD No. 7 intends for “large activity centers allowing employment centers, retail, offices, high density residential, visitor serving facilities and professional service” land uses. The 266,049 square feet of commercial-retail development proposed as part of the Project would therefore be consistent with the intent of the LUD.

The specific plans currently in effect for the site are the Douglas Park: North Planned Development District (PD-32: North) Development Standards and PD-32: North Design Guidelines. The site, located in Subarea 1 of PD-32: North, is intended as a mixed-use commercial district of office, retail, entertainment, restaurant, and hotel uses. The Project's commercial nature and the variety of tenant space sizes provided will accommodate a diverse range of commercial uses, as intended. Project architecture, urban design, signage, open space, and landscaping are in keeping with the goals of the PD-32: North Design Guidelines, which include establishing a strong sense of place and celebration of Douglas Park's rich aviation history through building architecture and interpretive programming throughout the site.

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

The Project is consistent with the site's LUD No. 7 General Plan designation. The Project will act as a large employment and activity center in the City, drawing local and regional populations to the site and generating economic growth. Through its provision of goods and services, the Project supports the needs of the City's current and future residents, visitors, and businesses.

The proposed subdivision will create 21 legal parcels. The newly created parcels will conform to the minimum lot size standards set forth in Table 3 of PD-32: North Development Standards (all lots shall contain no less than 10,000 square feet of lot area) and have frontage on a public street. Proposed McGowen Street and Huggins Street widths have been designed to provide sufficient access to, from, and within the site.

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

The Project is located within the Downey Plain, a relatively flat alluvial coastal plain within the Los Angeles Basin. Although the Project is located within a region known for seismic activity, development of the Project is not expected to put people or structures at a higher level of risk from ground-shaking or surface rupture than would otherwise occur in other parts of the region. Fully remediated, the site is development-ready.

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

- The Project site encompasses the entirety of PD-32: North's Primary Retail Zone, the portion of Douglas Park slated for the highest concentration of retail-commercial uses. The Project site borders a Regional Corridor, Lakewood Boulevard, and a Major Avenue, East Carson Street. These roadways, in concert with the proposed extensions and improvement of public McGowen Street and private Huggins Street, will create the necessary access and circulation needed to sustain a development of this size.

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

The 26.62-acre Project site sits as a relatively flat, unimproved dirt lot. It has been cleared and remediated for development. No fish or wildlife habits are found on the site or on other lands in the immediate vicinity. The Project would therefore not cause significant environmental damage or substantial injury to fish, wildlife, or their habitat.

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

Approval of the Tentative Map for purposes of subdividing the Project site and construction and operation of the Project will not cause serious public health and safety problems. An Environmental Impact Report for the Douglas Park Project (then called PacifiCenter @ Long Beach) was certified in 2004. An addendum was certified in 2009. This addendum was prepared in response to a number of proposed modifications to the project analyzed in 2004, among them the elimination of 1,400 residential units approved north of Cover Street (in what is now Douglas Park: North) and an increase in allowable retail-commercial in this same area from 200,000 square feet to 250,000 square feet, with the potential for unlimited additional retail-commercial square footage provided that for each square foot of retail use in excess of 250,000 square feet there shall be a corresponding 1.5-square-foot reduction of permitted office and industrial space. A development of this type has therefore been anticipated and analyzed. All applicable Mitigation Measures stemming from previous Douglas Park environmental analyses shall apply to the subject development.

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

Applicable City departments have conducted a review of the project's Tentative Tract Map and it's been determined that project improvements and project design will not conflict with any public access easements. All required easements and utility locations would be provided for prior to the recording of the project's Final Map, as conditioned.

CONDITIONAL USE PERMIT FINDINGS
4069 Lakewood Boulevard
Application No. 1603-01
October 6, 2016

Pursuant to Section 21.25.206 of the Long Beach Municipal Code, a Conditional Use Permit can be granted only when positive findings are made consistent with the following criteria set forth in the Zoning Ordinance. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

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

The site of the Long Beach Exchange project (Project) is located in General Plan Land Use District (LUD) No. 7 – Mixed Uses. LUD No. 7 intends for “large activity centers allowing employment centers, retail, offices, high density residential, visitor serving facilities and professional service” land uses. Construction and operation of three separate restaurant pads with drive-thru lanes in association with the 266,049 square feet of commercial-retail development proposed as part of the Project will therefore be consistent with the intent of the LUD.

The Project is located within Douglas Park. Specific plans currently in effect for the site are the Douglas Park: North Planned Development District (PD-32: North) Development Standards and PD-32: North Design Guidelines. Within PD-32: North, the Project is located in Subarea 1. Restaurant and ready-to-eat food establishments operating with drive-thru facilities are permitted in Subarea 1 upon approval of a Conditional Use Permit. Approval of restaurants and ready-to-eat food establishments with drive-thru lanes are subject to applicable special development standards found in Section 21.45.130 of the Zoning Regulations. The single special development standard in place for restaurants and ready-to-eat food establishments with drive-thru lanes is a minimum queueing distance of 150 feet, as measured from the forward-most drive-up window to the entrance of the queueing space. The Project's three pads with drive-thru facilities will all exceed this minimum queueing requirement. Pad A will feature a 243-foot drive-thru lane, Pad B will feature a 250-foot drive-thru lane, and Pad D will feature a 350-foot drive-thru lane. There are no design guidelines for restaurants, ready-to-eat food establishments, or drive-thru features in the PD-32: North Design Guidelines. Approval will thus be consistent with the specific plans governing the site and the special development standards in place for the use.

2. THE PROPOSED USE WILL NOT BE DETRIMENTAL TO THE SURROUNDING COMMUNITY INCLUDING PUBLIC HEALTH, SAFETY OR GENERAL WELFARE, ENVIRONMENTAL QUALITY OR QUALITY OF LIFE; AND

The three restaurant pads with drive-thru lanes use would be located along the Project's Lakewood Boulevard frontage. Pad A, located at the southeast corner of the site, will feature a drive-thru lane that wraps the building on four sides. The pad's 243-foot drive-thru lane has been designed to not obstruct access to adjacent parking stalls and to accommodate a high volume of vehicles so as to not cause parking lot circulation issues. The drive-thru lane will be screened from right-of-way view by landscape buffers along both Lakewood Boulevard and Huggins Street. The presence of build-to site identification lettering located with the Lakewood Boulevard landscape setback will serve to further screen the facility. Pad B, located at the southwest corner of Lakewood Boulevard and McGowen Street, will feature a 250-foot drive thru lane. The drive-thru abuts the pad's east, north, and west edges and would be screened from street view by landscape buffers situated between the drive-thru lane and the adjacent streets. Much like with Pad A, Pad B's drive-thru facility has been designed to accommodate a high volume of vehicles so as to not disrupt pedestrian and vehicular movements through the adjacent parking areas. Pad D, located at the northeast corner of the site, features a 350-foot drive-thru facility that runs along the pad's east, north, and west edges. The pad's relatively long queueing area is segregated from the adjacent drive aisle and parking areas by a raised curb landscape median so as to not cause parking or circulation conflicts with drive-thru activities. Screening of the drive-thru lane is provided by the Lakewood Boulevard landscape buffer and build-to site identification lettering, Donald Douglas Plaza, and landscaping provided in the open area west of Donald Douglas Plaza. All Project drive-thru lanes have been designed to maximize the safe and efficient movement of vehicles and pedestrians through and around their respective sites. To offset any visual impacts associated with the facilities, enhanced landscaping, including tree plantings, has been provided. The facilities, as designed, will therefore not be detrimental to the surrounding community.

3. THE APPROVAL IS IN COMPLIANCE WITH THE SPECIAL CONDITIONS FOR SPECIFIC CONDITIONAL USES, AS LISTED IN CHAPTER 21.52.

Chapter 21.52 of the Zoning Regulations contains special conditions for fast-food restaurant uses. The following conditions shall apply to fast-food restaurants:

- a. THE SITE SHALL NOT ADJOIN OR ABUT A RESIDENTIAL USE DISTRICT;**
The Project site, Subarea 1 of PD-32: North, does not adjoin or abut a residential use district. Public roadways line the site's north (East Carson Street), east (Lakewood Boulevard), and west (Worsham Avenue) borders. Huggins Street, the private roadway that will mark the southern border of the Project site, will abut Subarea 1 property that is prohibited from residential development.

b. THE PROPOSED SITE SHALL NOT INTERRUPT OR INTRUDE INTO A CONCENTRATION OF RETAIL USES AND SHALL NOT IMPEDE PEDESTRIAN CIRCULATION BETWEEN RETAIL USES;

The Project's three restaurant pads with drive-thru lanes will not interrupt or intrude into a concentration of retail uses or impede pedestrian circulation between retail uses. The restaurant pads with drive-thru lanes are part of the 266,049-square-foot retail-commercial development to be built upon a vacant 26.62-acre site. The restaurant pads have been isolated from the development's retail uses to benefit pedestrian and vehicular circulation through the site.

c. THE USE SHALL NOT CONSTITUTE A NUISANCE TO THE AREA DUE TO NOISE, LITTER, LOITERING, SMOKE OR ODOR; AND

Conditions of approval addressing noise, loitering, and property maintenance are incorporated to limit adverse effects stemming from the three restaurant with drive-thru facility uses.

d. ORDER BOARD SPEAKERS SHALL BE ORIENTED AND DIRECTED AWAY FROM ADJACENT RESIDENTIAL USES.

Pads A and B, both located on the Project's south block, neither abut nor have adjacency to a residential district or residential use. Pad D, located at the northeast corner of the Project's north block, sits approximately 300 feet from the Lakewood Country Club Estates single-family residential neighborhood, which is separated from the site by Donald Douglas Plaza and the East Carson Street right-of-way. The order board speaker(s) for the Pad D's drive-thru facility would face east/southeast, away from the neighborhood.

STANDARDS VARIANCE FINDINGS

4069 Lakewood Boulevard

Application No. 1603-01

October 6, 2016

Pursuant to Chapter 21.25 (Specific Procedures), Division III of the Long Beach Municipal Code, the Standards Variance procedure is established to allow for flexibility in the Zoning Regulations. This flexibility is necessary because not all circumstances relative to all lots can be foreseen and evaluated in the writing of such regulations. In order to prevent abuse of the flexibility, certain findings of fact must be made before any variance can be granted. These findings have been incorporated in the Long Beach Municipal Code.

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

The site of the proposed Long Beach Exchange project (Project) is an unimproved, 26.62-acre dirt lot. The site is located in the northeast corner of the 238-acre Douglas Park plan area at the southwest corner of East Carson Street, identified in the Long Beach Mobility Element as a Major Avenue, and Lakewood Boulevard, which is identified as a Regional Corridor. The site is unique from other sites in Douglas Park (PD-32) in that it features two frontages along heavily-traveled, multi-lane rights-of-way which provide regional access, including to Interstate 405. Land uses surrounding the relatively flat Project site include the Lakewood Country Club Estates single-family residential neighborhood to the north, across Carson Street; the Douglas Park Plaza shopping center, a hotel, and a two-story office building to the south; two mid-rise office buildings to the east, across Lakewood Boulevard, and vacant land to the west, across Worsham Avenue.

The site is located within Subarea 1 of the Douglas Park: North Planned Development District (PD-32: North). In the master planned Douglas Park development, PD-32: North, Subarea 1, has the unique designation of being the district's retail-commercial hub. As called for in the Douglas Park master plan, McGowen Street will be extended and improved from Lakewood Boulevard to Worsham Avenue. For purposes of creating a consistent street edge that would help define pedestrian spaces, build-to lines are required along this improved stretch of McGowen Street, as well as along the site's Lakewood Boulevard frontage. McGowen Street has a build-to line requiring at least 60 percent of the street frontage contain buildings at zero setback. Lakewood Boulevard has a build-to line requiring at least 40 percent of the street frontage contain buildings at zero setback.

Though the original vision of PD-32: North, Subarea 1, was to create a pedestrian-oriented, walk-up feel along these frontages, the reality is that most people drive to Douglas Park because of its convenient access from the aforementioned thoroughfares and lack of a residential component. Minor deviation from the build-to standards of Subarea 1 would thus not be as impactful as they would be if all of Douglas Park were to be designed under similar requirements.

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;

PD-32: North Development Standards (Development Standards) allows the City to grant variances where enforcement of adopted standards would otherwise constitute an unreasonable limitation beyond the intent and purpose of the ordinance, and where such a variance is consistent with public health, safety, and welfare. In the Intent section of PD-32: North Development Standards, a stated Urban Design Goal of the Douglas Park Master Plan is to create an urban design framework that is flexible enough to accommodate changes in the economy and real estate market.

McGowen Street is intended as a lively, walkable “main street” where wide sidewalks link together with storefronts, public plazas, and outdoor dining areas. Whereas the north side of McGowen Street is compliant with the built-to line requirement, the lining of the roadway’s south side with buildings is not fully achieved. A centerpiece of the Project is the Hangar retail building and the 1.24-acre public plaza abutting its north façade. The Hangar building and plaza would be linked with McGowen Street by a 25-foot-wide “landing strip” of decorative paving. A view corridor to the plaza element, the Project’s primary open space element, is required per the Development Standards. A mirroring of the building footprint along McGowen Street’s north side would eliminate this view corridor and result in a loss of the visual and physical connection from McGowen Street to these iconic spaces.

The build-to line requirement for Lakewood Boulevard creates a development hardship. Per the Development Standards, build-to lines are established to create a consistent street edge defining a pedestrian-friendly cohesive space. Per the Long Beach Mobility Element, Lakewood Boulevard is the main north-south Regional Corridor within east Long Beach. Regional Corridors are designed for intraregional and intercommunity mobility and prioritize traffic movement. The public realm goals served by the build-to line standard are incongruent with Lakewood Boulevard’s Regional Corridor designation. Traffic volumes and noise associated with vehicular traffic along Lakewood Boulevard limit the potential for an inviting, pedestrian-friendly environment. Additionally, placement of buildings at zero setback along Lakewood Boulevard would likely result in buildings turning their back to the roadway, as retail-commercial tenant spaces prefer to locate their primary entrances adjacent to convenient parking. Furthermore, locating buildings at zero setback along the Lakewood Boulevard frontage would reduce visual exposure into the site, a critical component to the success of tenants with the Project.

To draw the desired connection between the Regional Corridor and the Project, creative build-to site identification signage will line the Project's two blocks of Lakewood Boulevard frontage. These signs consist of freestanding, pedestrian-scale letter forms. Other structural elements along the Lakewood Boulevard frontage include two, pedestrian-scale tenant identification signs, two "LBX" street gateway signs, and one freestanding site marque sign. These signs will function as a structural edge treatment in-lieu of buildings. The pedestrian circulation and atmosphere sought along Lakewood Boulevard in PD-32: North would be achieved elsewhere, within the Project's interior.

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

Waiver of the build-to line requirements on McGowen Street and Lakewood Boulevard would not substantially degrade the existing physical or visual character of the site, nor would it cause substantial adverse effects upon the community.

McGowen Street features wide, tree-lined sidewalks with decorative paving that line the full extent of the roadway, from Lakewood Boulevard to Worsham Avenue. On the south side of McGowen Street, where the build-to line requirement is not met, the sidewalk connects with a 7,678-square-foot plaza space with table seating and other hardscape amenities suitable for public gathering. The sidewalk will also physically connect with the Project's primary open space area, the 1.24-acre public plaza, and signature building, the Hangar. Landscaping and lighting in this area are appropriately scaled to promote pedestrian orientation, as intended.

Non-compliance with the Lakewood Boulevard build-to line requirement results in the north block and south block primary parking fields being adjacent to the right-of-way. To screen and visually buffer these parking fields from the Lakewood Boulevard right-of-way, a combination of landscaping and structural elements are proposed along the frontage. The required 26-foot-wide landscape setback that runs parallel to the Lakewood Boulevard roadway will feature a 2'-3' landscape berm and a row of tree plantings. The screening provided by the berm and on-site tree plantings would be complemented by a separate row of trees planted within the Lakewood Boulevard parkway, located between the sidewalk and street. The developer also proposes the installation of build-to site identification signage within the landscape area. This unique element will feature interspersed freestanding letter forms that serve to identify the development and bring the structural elements of the project into the foreground.

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

The Project site is located outside of the Coastal Zone, approximately five miles from the nearest shoreline. This finding is therefore not applicable.