

SITE PLAN REVIEW FINDINGS

**6615, 6621, and 6695 East Pacific Coast Highway
Application No. 2208-10 (SPR22-082)
September 19, 2023**

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, the Site Plan Review Committee or 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:

1. 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 applicant proposes to construct a mixed-use project consisting of 390 residential units (seventeen [17] of which are affordable [very low income]), 5,351 square feet of new ground floor retail space, and an above-grade parking structure within the Mixed-Use Community Core (MU-CC) designation of the Southeast Area Specific Plan (SEASP) (SP-2) located at 6615, 6621, and 6695 East Pacific Coast Highway. The project site is located at the northeast corner of the intersection of Pacific Coast Highway and Studebaker Road in the southeast portion of the City of Long Beach. Overall, the project will have a minimum of 576 parking spaces in an above-grade parking structure that is wrapped with residential units on the north, west, and south elevations. Public and private (common [shared] and private) onsite open would be provided onsite.

The project site is located in the Southeast Area Specific Plan and has a Zoning designation of MU-CC, (Mixed-Use Community Core). The site is within the General Plan Land Use District (LUD) No. 7, Mixed Use District, in the City's 1989 General Plan. As set forth in the General Plan, land uses intended for LUD No. 7 include employment centers, such as retail uses, offices, and medical facilities; higher density residential; visitor-serving facilities; personal and professional services; and recreational facilities. This area was designated as a 'Major Change' area in the 2019 City's Land Use Element, focusing on Introducing residential uses to an area which was primarily zoned only for commercial/retail uses. The project's proposed architecture is of higher quality than the existing office buildings within the surrounding area, which is predominantly older retail commercial and office centers.

The project location is the northeast intersection of East Pacific Coast Highway and Studebaker Road, which forms the gateway to the City of Long Beach. The proposed project would construct a mixed-use project, which is permitted by right in the MU-CC designation, using the design and development standards provided under the Southeast Area Specific Plan. The application includes a request for a

density bonus and incentives/waivers in accordance with the State's Density Bonus Law (Government Code Section 65915 through 65918). Pursuant to State Law, should an applicant provide five percent (5%) of the base units for very low income (families/individuals), the project receives a twenty percent (20%) increase in their base density of 325 units pursuant to Assembly Bill No. 2334, which is 51 units ($325 \times 20\% = 65$). Based upon the calculations, the Applicant could build up to a maximum of 390 dwelling units ($325 + 65 = 390$), which is consistent with the proposed project. In addition to density bonuses, applicants who provide the required amount of affordable housing qualify for various exceptions from zoning standards (known as "incentives and concessions" or "waivers") and for reduced parking standards.

By providing affordable units at the very low-income level, the Applicant is entitled to concessions, incentives and/or waivers and is requesting one incentive and four waivers. The first request is an incentive related to building massing, which would allow the proposed project to include one building in lieu of multiple buildings encouraged by the SEASP. The requested four waivers include: 1) building height (maximum height of 91-feet 8½-inches to allow for the sixth floor and rooftop amenities); 2) building stories (exceed the building height requirements along Pacific Coast Highway [limited to 5 stories] and Shopkeeper Road [limited to 3 stories for the first 30 feet]); 3) Building Story Requirements along Shopkeeper Road Fronting Wetlands (allow six stories within the 30 feet adjacent to Shopkeeper Road fronting the wetlands [limited to 3 stories, the first 30 feet]); and 4) variety of heights (allow the project to include buildings at maximum height). The City's Site Plan Review Committee has granted deviations from the maximum allowable height (80 feet) and number/configuration of stories in order to provide the additional number of units along with the 17 affordable units.

With exception to the ministerial request for State Density Bonus provisions, including one incentive and four waivers, the project would comply with the requirements of SEASP. The project would provide public open spaces at the ground level, which is accessible without the need to traverse stairs or a podium level. The public open space areas (24,507 square feet) would be provided at the northern view corridor, Courtyard 1, Courtyard 3, and the Public Plaza at the gateway. As a condition of approval, wayfinding signage will be required to be installed in public areas to ensure visibility and perception of public access. Private open space exclusive to the residents of the development totals 20,634 square feet of common outdoor space (Courtyard 2, Courtyard 4, and Pool Deck) and 21,997 square feet of private balconies. There are active common outdoor open space areas which include pool and spa areas, BBQ areas, fire pit/place areas with tables and seating. The passive common outdoor open space areas have lush landscaping with trees, ample tables and seating, and water features. In addition to common (public and private) outdoor open space, the interior of the building would include a lobby, mail lounge, club room, leasing area, fitness, and indoor

amenity space. All residents of the project, including those occupying the affordable units, will have access to all of the common area amenities throughout the project. The public has access to those public areas along the view corridor, Pacific Coast Highway, and Studebaker Road.

The open space areas are integral to the design of the building due to the L-shaped site configuration. The site constraints limited vehicular access to Studebaker Road in conformance with SEASP. Furthermore, the lack of public street frontage along the north and east boundaries of the site created a challenge to establish a grid network and connections to abutting properties that are not owned by the project applicant. Therefore, the L-shape of the building is arranged to surround ground-level courtyard areas, some of which are publicly accessible, to appear as a collection of five buildings. The design of the building differs slightly for each projecting area but maintains cohesion across the project. The increased setbacks along Pacific Coast Highway and at the gateway corner provide a wide pathway to connect the public nodes of the project at the view corridor and the retail seating area.

The project includes buildout of the required street cross-section under SEASP, which provides enhancement of access to the site and along the perimeter of the site. Upon project completion, all points of access, including widened pedestrian access along Pacific Coast Highway and Studebaker Road would be constructed.

The project, designed to conform with all applicable development standards of the SEASP document, with exception to the State Density Bonus requests, and is consistent with the level and intensity of development intended for the site. Although this is the one of the first residential, mixed-use projects in the area, the project is compatible in design, character, and scale with what is intended for the adjacent properties per the SEASP Plan. The project's form and massing have been designed to make a positive contribution to the City not only at the primary entrance to the City, but also to the streetscape along Pacific Coast Highway, Studebaker Road, and public view corridor.

2. 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 SEASP includes design guidelines and policies related to the high-quality design requirements of the specific plan. The site is located within the Mixed-Use Community Core (MU-CC) designation within SEASP. The consolidated site is in a L-shape configuration with building frontage along Pacific Coast Highway and

Studebaker Road. There are no existing public street frontages along the north and rear portions of the building.

Due to the L-shaped site configuration, the creation of a grid network and collection of buildings was not feasible. Therefore, the residential units are arranged to surround ground-level courtyard areas, some of which are publicly accessible, to appear as a collection of five buildings. The building configuration is in direct response to the site conditions. The project utilizes at-grade open space courtyards, rather than podium-level open space, to ensure the visibility and access of public areas and to meet the intent of the design standards required in SEASP. In addition to the courtyards, a 9,724-sf view corridor is proposed along the north portion of the site, with emergency and loading only access along Pacific Coast Highway to meet the requirement for unobstructed views to the wetlands.

Chapter 10 of SEASP delegates the Site Plan Review process (and review by the Site Plan Review Committee) will be the primary mechanism for processing applications in the Specific Plan. The project was reviewed by the Site Plan Review Committee, which found that the proposed mixed-use building along with the incentives/waivers from building height and massing for the accommodation of affordable units is consistent with the General Plan land use designation and appropriate based on the building form, intended use and the relationship to the surrounding uses.

In addition, the Site Plan Review Committee is delegated as the body that can grant additional setbacks beyond the required minimum “build to” setbacks identified in the plan for entry plazas, courtyards, or outdoor dining patios. As such, the proposed project includes building setbacks along Pacific Coast Highway that exceed the 10-foot maximum setback allowed along this frontage. The proposed project provides a varying setback between 10-feet-11-inches and 24-feet-6-inches. The upper floor step back would be maintained for the top floor. The intent of this additional setback is to provide for additional public open space that includes seating and walkways adjacent to the public right-of-way. In addition, this greater setback allowed for more gateway treatments at the ground level that encourage public access at the commercial/retail elements at the corner of Studebaker Road and Pacific Coast Highway. The Site Plan Review Committee took no objection to this request to ensure provided public open space is directly accessible and perceptible along public right-of-way areas.

The building consists primarily of smooth stucco in white, grey, and black tones, metal cladding, wood-like fiber cement siding, black metal awnings, black metal railing, glass railings, recessed vinyl windows, and a glass storefront system. The windows would include a variation of recessed features that were approved by the Site Plan Review Committee. The rear facing elevation of the parking structure

would feature perforated metal screens arranged at the parking garage elevation. As conditioned, the parking garage openings shall be filled with decorative perforated metal panels, or equivalent decorative treatment to provide additional visual interest at this elevation. The massing of the building at the gateway plaza area (corner of Studebaker Road and Pacific Coast Highway) is two-stories in height and pulled back beyond the required setbacks and step backs to provide greater at-grade public areas at the ground level commercial component.

There is an emphasis on the treatment at the gateway corner (plaza) of East Pacific Coast Highway and Studebaker Road. The plaza highlights the prominent corner of the project site and South Long Beach Gateway through features such as public art, water fountain, enhanced paving materials, seat walls and furniture, and planting. Street trees are pulled back from the corner to emphasize the enhanced building retail corner.

The project design includes compliance with SEASP Section 8.2.14 related to bird-safe treatment. Building components include the use of Ultra Violet (UV) glass, glazing with less than 30 percent coefficient reflectivity out, use of recessed and projecting balconies to cast shadows. In addition, the exterior treatments of the parking structure would seal any openings and include bird-safe netting to ensure birds do not enter the parking garage while also providing visual interest to the elevation.

The project design, as discussed above, consists of high-quality architecture, materials choices, public amenity areas, and bird-safe considerations. The finish, texture, and color of the design is compatible with the SEASP design guidelines.

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

A Biological Technical Report (Glenn Lukos Associates, Inc., 2023) was prepared for the proposed project and documented the existing conditions as ornamental shrubs and trees and non-native weedy species. Ornamental vegetation covers approximately 0.43 acre of the Project site and consists primarily of turf grass and landscape trees and shrubs. Component species include London plane trees (*Platanus x hispanica*), Indian hawthorne (*Rhaphiolepis indica*), English ivy (*Hedera helix*), pittosporum (*Pittosporum* sp.), rusty fig (*Ficus rubiginosa*), Mexican fan palm (*Washingtonia robusta*), and Canary Island date palm (*Phoenix canariensis*). Approximately 0.02 acre of the Project site and 0.13 acre of the 100-foot buffer at the western end of the Study Area consists of a stand of eucalyptus trees (*Eucalyptus* sp.). Therefore, there are no significant mature trees onsite or within the public right-of-way.

The project would bring the site landscaping into greater conformance with the SEASP through the introduction of landscaping consistent with Appendix D of the SEASP. The development area includes the demolition of two buildings (6615 and 6695 East Pacific Coast Highway) and removal of associated paving, trees, shrubs and other landscaping facilitate the construction of the new building. Within the public right-of-way along Studebaker Road and Pacific Coast Highway, vegetation would also be removed to facilitate the access requirements for the development and complete street design per SEASP. The proposed landscaping for the site includes landscaped setback areas and courtyards with trees, shrubs and groundcover along Pacific Coast Highway and Studebaker Road. Landscaping would also be provided at the rooftop deck areas. In addition, a landscaped parkway would be added within the public right-of-way areas to complete the intent of the pedestrian realm along the public street frontages. All plant species included in the project design have been selected to comply with Appendix D, Plant Palette, of SEASP. Conditions of approval will ensure that landscaping is prioritized within the final plans to support nesting birds. The proposed design will replace the turf and palm trees (which is not a permitted species in the SEASP plant palette) that is currently along the setbacks of Pacific Coast Highway and Studebaker Road.

While onsite ornamental trees and landscaping would be removed as part of the project, all landscaping would be removed in conformance with SEASP Policy 5.30 to ensure that nesting birds are not harmed during project construction. Furthermore, the SEASP Plant Palette was developed in partnership with Los Cerritos Wetlands Land Trust and Tidal Influence (Ecological Consultant) to include allowable native species, those best suited for bioswales, and plants not allowed (invasive). The removal of onsite and existing ornamental vegetation, including palm trees, would bring the site into greater conformance with the intent of SEASP.

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

The project improvements include improvements within the public right-of-way to support site access and facilitate build out of the project area in conformance with the SEASP. Proposed modifications to Pacific Coast Highway require review and approval by the California Department of Transportation (Caltrans) and City of Long Beach Department of Public Works. Improvements within the Studebaker Road right-of-way would be approved by the City of Long Beach Department of Public Works. As conditioned, all improvements within the public right-of-way shall be compliant with the Americans with Disabilities Act (ADA) to allow for site access and connectivity within the project vicinity. The improvements within the public realm would provide access to the site and around the perimeter of the site. Public

improvements are required per the conditions of approval and in accordance with the SEASP policies.

The proposed project includes the improvements to the public right-of-way that fronts the development site: Pacific Coast Highway (along the west side of the development site) and Studebaker Road (along the southern side of the development site). In accordance with SEASP, the site was designed to limit curb cuts on Pacific Coast Highway, therefore, site access is maintained from Studebaker Road. Fire access requirements determined that one curb cut is required along Pacific Coast Highway at the provided view corridor/paseo. SEASP contemplates these public areas as being dual purpose for emergency access and amenity space. Therefore, the single access point along PCH for vehicles would be gated and limited to emergency access and move in loading on an appointment basis.

On Pacific Coast Highway, the proposed project would construct a curb between the existing bicycle lane and the vehicle travel lane to facilitate the construction of a protected bike lane. In addition, a new bus turn-out would be provided near the current bus stop. The cross-section of Pacific Coast Highway has been designed in conformance with Chapter 7 of the SEASP. The streetscape zone along the design of public rights-of-way includes a travel zone, pedestrian zone, and setback zone. Along Pacific Coast Highway, the cross section includes a bicycle lane, pedestrian sidewalk, parkway areas, and a 10-foot public access easement would ensure consistency with the intent of SEASP. Improvements within the Studebaker Road right-of-way would include buildout of the existing 110-foot-wide street section to include a complete street featuring a center median, sidewalk, vehicle lanes, and bicycle lanes.

Studebaker Roadway improvements would provide access to the existing office building on the parcel to the east of the project site and the existing parking lot to the northeast of the project site. Vehicular access would continue to be maintained from the Studebaker Road right-of-way to the rear office building at 6621 East Pacific Coast Highway and ultimately to the City-owned parcel (APN 7237-020-041). A roundabout feature would be installed at the terminus of Studebaker Road within the public right-of-way limits. An ingress-egress driveway would extend north from the roundabout to provide access to a two-way drive aisle that would extend onto parcel APN 7237-020-041, north of the proposed building. The final design of the Studebaker Road right-of-way will include coordination with the access requirements of entitled and concurrent projects in the project vicinity.

As outlined in SEASP, the City public right-of-way (dedication) for the Shopkeeper Road extension is established but unbuilt. Constraints such as existing oil operations and proximity to wetlands may preclude the Shopkeeper Road roadway from being completed in the configuration in which it is currently proposed and will

likely require a realignment at some point in the future. Chapter 7 of SEASP includes potential alternate configurations to accomplish this future connection (Figure 7-16). This conceptual alignment occupies the subject site. As such, the building placement for the proposed project has been sited and designed to allow the completion of Shopkeeper Road connection at the rear of the property if this is undertaken in the future in conformance with the SEASP policies. The design of Studebaker Road and any future connection to an iteration of Shopkeeper Road that does not traverse delineated wetlands could be facilitated with the proposed project. The interim condition of the Studebaker Road terminus would avoid sensitive habitat areas, provide a complete street design, and maintain access to all involved parcels, thereby complying with the requirements of SEASP.

The proposed project would include substantial obligations to improve connectivity for public access for pedestrians, bicyclists, and vehicles in conformance with SEASP, the Coastal Act, Caltrans, and Public Works requirements.

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

TDM Requirements	New Nonresidential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation Information Area	X	X	X
Preferential carpool/vanpool parking		X	X
Parking designed to admit vanpools		X	X
Bicycle parking		X	X
Carpool/vanpool loading zones			X
Efficient pedestrian Access			X
Bus Stop Improvements			X
Safe Bike access from street to bike parking			X
Transit Review	For all Residential and nonresidential projects subject to EIR		

The proposed project is a mixed-use residential project with 390 residential units and only 5,351 square feet of new ground floor retail space. The requirements of

Chapter 21.64 do not apply since the commercial/retail space is only 5,351 square feet in size. As conditioned, SEASP Projects that will generate more than 50 peak hour trips shall join the Transportation Management Association (TMA).

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

Consistent with the SEASP, the project would be designed and constructed to a Leadership in Energy and Environmental Design (LEED) standard beyond what is required by Section 21.45.400, which would require meeting the intent of LEED at the Certified level. As conditioned and in conformance with SEASP, the project will be constructed at the LEED Silver Level.

7. THE PROJECT IS IN COMPLIANCE WITH THE HOUSING REPLACEMENT REQUIREMENTS OF SECTION 21.22.050 OF CHAPTER 21.11 (NO NET LOSS) OR SECTION 21.68.040.E OF THIS TITLE, AS APPLICABLE, AND WILL RESULT IN THE SAME OR GREATER NUMBER OF DWELLING UNITS; AND IN THE CASE OF EXISTING AFFORDABLE DWELLING UNITS, THAT THE DWELLING UNITS WILL BE REPLACED AT THE SAME OR DEEPER AFFORDABILITY LEVELS, AND THAT APPLICABLE TENANT PROTECTIONS OF THE LONG BEACH MUNICIPAL CODE WILL BE MET.

The project involves the demolition and removal of two existing office buildings and associated surface parking lot and landscaping. The proposed project is a mixed-use development that will consist of a new six-story building consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space. Of those 390 residential dwelling units, seventeen (17) of the units will be available for very-low-income households for a period of not less than 55 years.

The subject site is on the site inventory in the City's 6th Cycle Housing Element, certified by the State of California's Department of Housing and Community Development in April 2022 and shows the potential build-out of total of five (5) potential moderate-income units and 21 potential market rate units.

Sites on the site inventory were analyzed and selected to demonstrate that the City has land use and zoning capacity to facilitate the 2021-2029 Regional Housing Needs Assessment (RHNA) figure of 26,502 housing units in accordance with Housing State Law. Sites were selected for the inventory based on a set of objective criteria for analyzing the likelihood of housing being developed on the site, including based on lot size, improvement-to-land ratio (with a higher ratio indicating lower feasibility for dwelling unit potential), and whether the underlying zoning or General Plan PlaceType designation allows residential uses. In this

case, the property, zoned SP-2-MU-CC, meets the criteria and was included in the Housing Element site inventory. The subject site, which has existing office buildings, was projected through the site inventory as likely to facilitate a total of five (5) potential moderate-income units and 21 potential market rate units.

Pursuant to Government Code Section 65863, cities must maintain, at all times during the planning period, adequate sites to meet their unmet share of RHNA. Under this law, cities generally may not take any action that would allow or cause the sites identified in its Site Inventory to be insufficient to meet its remaining unmet share of the City's RHNA for lower and moderate-income households. Therefore, because one of the project parcels is on the site inventory, based on this the above-cited government code section known as "housing element no-net loss," an analysis is required to ensure that future development of the proposed project site does not preclude the City's ability to meet its RHNA obligations.

The City must demonstrate that its plans, policies and zoning facilitate the production of the 26,502-unit RHNA allocation. Although the site inventory is the most well-known method for meeting this obligation, the City may meet its RHNA obligation through a combination of: the following:

- (a) Projected number of Accessory Dwelling Units (ADU) anticipated to be permitted based on recent trends;
- (b) Approved and proposed residential development projects in the pipeline; and
- (c) Through an inventory of sites with demonstrated zoning capacity to accommodate the RHNA allocation.

Even though the proposed project is a residential development project that would facilitate 352 more market rate units and 17 more very-low income units than projected as part of the site inventory, the proposed project does not include five (5) moderate-income units as projected in the site inventory. Therefore, the City must demonstrate that its plans, policies and zoning facilitate the production of the 26,502-unit RHNA allocation. Although the site inventory is the most well-known method for meeting this obligation, the City may meet its RHNA obligation through a combination of: (1) the projected number of Accessory Dwelling Units (ADUs) anticipated to be permitted based on recent trends; (2) documenting approved and proposed residential development projects in the pipeline; and (3) through an inventory of sites with demonstrated land use and zoning capacity to accommodate the RHNA allocation.

Below provides an analysis and update summary related to each available avenue for meeting the RHNA obligation to demonstrate the City's ability to meet its RHNA obligations despite the loss of potential units because of the proposed project.

As a result of substantial relaxation of development standards and procedures by the State to facilitate ADU construction, since 2018 the City has seen significant increases in applications and permits for ADUs across Long Beach. Production of ADUs has more than quadrupled between 2018 and 2020, as shown below:

- 2018: 59 units
- 2019: 151 units
- 2020: 268 units
- 2021: 445 units
- 2022: 508 units

The above three-year period (2018, 2019 and 2020) yields an annual average of 159 units. To be conservative and based on the observed development trends in the City, the 6th Cycle Housing Element assumed an annual average of 159 ADUs between 2021 and 2029, for a total of 1,275 units, representing nearly five percent (4.8 percent) of the City's 6th Cycle RHNA. This is based on the average number of ADUs permitted between 2018-2020 (Adopted 2021-2029 Housing Element Technical Appendices, p. C-2). Around two-thirds of those units were designated in the affordable categories of the RHNA based on guidance from the Southern California Association of Governments (SCAG).

Given the progressively upward trend and an emerging trend of Junior ADUs, which are attached accessory units that occupy the existing square footage of a housing unit and therefore, are typically smaller in size, less expensive to construct, and a more affordable housing option, the City anticipates that the construction of ADUs will continue to increase. ADU production in 2021 totaled 445 units and in 2022, 508 ADUs were permitted. Based on the more recent data, using a five-year average (2018-2022), the City now estimates 2,290 ADUs will be developed during the Housing Element period, which is a net increase of 1,015 units. ADUs for the City's RHNA were allocated within the affordable categories, which includes moderate-income units, and the revised projection represents additional capacity for additional units in the "moderate-income" RHNA category. Furthermore, ADUs are more likely to be naturally affordable and have comprised a higher share of the housing production over time. This again is a conservative approach given the upward trend over time. This increase alone more than accounts for the lost potential of moderate-income units for the proposed project.

Like many cities throughout the state, Long Beach has struggled to produce moderate income units. As part of the Housing Element, the City has committed to a multitude of strategies for increasing production of moderate income units. One of the primary mechanisms for incentivizing the development of moderate income units is through the City's Enhance Density Bonus (EDB) program, which was adopted in 2021 to provide incentives and bonuses that go above and beyond those provided under state law in order to garner a larger number of affordable units than would otherwise be built. The EDB is designed with the greatest incentives for moderate income units because the City performed the poorest in providing moderate units in the 5th Cycle housing element of any category. In fact, in developing the site inventory, staff assumed that the subject site would produce moderate income units in exchange for incentives provided under EDB. Unfortunately, the EDB has not yet been certified in the Coastal Zone (EDB was approved by Coastal Commission in June 2023 but must still go back before the Long Beach City Council).

Therefore, this project was not able to take advantage of the EDB program. Other strategies in the Housing Element for providing moderate income units include the inclusionary housing requirement for moderate income units in ownership projects (HE Policy 1-11); increasing the overall housing supply (Policy 1-1); providing for a variety of housing types in low density zones (ie duplexes, triplexes and ADUs, see HE Program 2-4); facilitating "naturally occurring" affordable housing typologies like bungalows and courtyards (HE Action 1.1.2); and providing assistance to first time homeowners including through downpayment assistance (HE Program 3.3). Some of the zoning strategies, such as the EDB and inclusionary program, are implemented, while others are underway through the Citywide rezoning efforts. The City's new downpayment assistance program launched in spring 2023 through use of funding via the Consolidated Plan.

In summary, while the project does not provide the five (5) moderate-income units allocated for the site as part of the original site inventory for the 2021-2029 Housing Element, the project provides more housing units overall and provides a greater number units (17) at a deeper affordability level than what was projected as part of the site inventory, serving to offset some of the deficit that would be created by the approval of other projects in the City. Pursuant with state law, the City has identified that it has the additional capacity, capability, and feasibility to meet its RHNA obligation, based on the net increase in ADU production and through policies and programs to support the development of moderate-income units.

LOCAL COASTAL DEVELOPMENT FINDINGS

**6615, 6621, and 6695 East Pacific Coast Highway
Application No. 2208-10 and 2201-12 (LCDP22-049)
July 20, 2023**

Pursuant to Section 21.25.904 of the Long Beach Municipal Code, the Zoning Administrator or Planning Commission shall not approve a Local Coastal Development Permit unless the following findings are made. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings:

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

The proposed project entails the demolition of two existing office buildings (6615 and 6695 East Pacific Coast Highway) on the site, and the construction of a new six-story, mixed-use, project consisting of 390 residential dwelling units (seventeen [17] of which are affordable [very low income]), 5,351 square feet of commercial/retail space in a building with 576 vehicular parking spaces in an above-grade parking structure, 196 bicycle parking spaces, and 45,141 square feet of public and private open space area within the Mixed-Use Community Core (MU-CC) designation of the Southeast Area Specific Plan (SP-2) located at 6615, 6621, and 6695 East Pacific Coast Highway. This application is considered as development in the coastal zone and requires discretionary actions that include Site Plan Review by the Planning Commission, Lot Line Adjustment, and Lot Merger. A Local Coastal Development Permit (LCDP) is required for projects that require discretionary actions in the coastal zone.

The City of Long Beach Local Coastal Program (LCP) is generally organized by area. The project site is in the Southeast Communities Area of the Coastal Zone (City Jurisdiction). The project site is located within the Marketplace Office Park and west of the Los Cerritos Wetlands. This portion of the LCP is directed by the land use polices in the Southeast Area Specific Plan (SEASP) (SP-2). The SEASP document identifies this area as an area of major change in that the older uses (office) eventually turn over to residential or mixed uses (residential and commercial/retail).

The construction and operation of the mixed-use building with 390 dwelling units and 5,351-square-feet of commercial/retail space would be consistent with the mix

of uses permitted in the SEASP MU-CC designation. One of the goals of adopting SEASP intended for new residential development opportunities in the project area to allow for a greater range of housing choices (ownership or rental), which are meant to complement a greater mix of hospitality and retail uses that are essential to the sustainability and future vitality of the SEASP area. As indicated in Table 4-4 of SEASP, multi-family residential incorporated as part of a vertical mixed-use project (with ground floor commercial uses) is permitted by right. Furthermore, the SEASP development standards for MU-CC designations notes that a variety of housing unit types and sizes promotes a more balanced community. A mix of dwelling unit types and sizes is encouraged for all development projects. The project furthers this goal with the incorporation of very-low-income affordable units evenly across studio, one-bedroom, two-bedroom, and three-bedroom units. All units, including affordable units, would meet the minimum unit size of 600 square feet as required in SEASP. The project would introduce a mixed-use development into a high resource area, which includes increasing access to coastal resources (within walking distance) for future households that include very-low income levels. While the proposed project does not include overnight visitor-serving accommodations, it does not preclude the opportunity for short-term rentals.

The development would provide public open space, view corridor, and street improvements to facilitate the coastal access policies and create spaces for enjoyment by the broader public and local residents. The introduction of a mix of uses and residential units, including affordable housing, is consistent with LCP goals that encourage visitor-serving and neighborhood-serving uses within the Coastal Zone. The development has been designed to activate a gateway corner of the City, while constructing public right-of-way improvements that materialize coastal access routes envisioned in the SEASP. Furthermore, the design of the project would not impede the ability for future developments in the plan area, including the future connection of Shopkeeper Road in an alignment to avoid wetland areas.

The project invokes State Density Bonus Law (Government Code Section 65915 through 65918), which allows for a density increase of 20 percent provided that a minimum of 5 percent of the units are designated affordable at the very low-income level for a minimum of 55 years. In order to facilitate the inclusion of affordable units, incentives/waivers are requested. The Applicant is requesting one incentive and four waivers to help facilitate the affordable housing as part of the project. The first request is an incentive related to building massing, which would allow the proposed project to include one building in lieu of multiple buildings encouraged by the SEASP. The requested four waivers include: 1) building height (maximum

height of 91-feet 8½-inches to allow for the sixth floor and rooftop amenities); 2) building stories (exceed the building height requirements along Pacific Coast Highway [limited to 5 stories] and Shopkeeper Road [limited to 3 stories for the first 30 feet]); 3) Building Story Requirements along Shopkeeper Road Fronting Wetlands (allow six stories within the 30 feet adjacent to Shopkeeper Road fronting the wetlands [limited to 3 stories, the first 30 feet]); and 4) variety of heights (allow the project to include buildings at maximum height). The City's Site Plan Review Committee has granted deviations from the maximum allowable height (80 feet) and number/configuration of stories in order to provide the additional number of units along with the 17 affordable units. Concurrence by the Planning Commission of the concessions/waivers to facilitate the project does not contradict compliance with the LCP but validates compliance with the LCP.

The state density bonus law also does not override the LCP or Coastal Act and must be implemented in a way that does not conflict with the Coastal Act. The portion of the project related to density bonus and incentives or concessions are ministerial acts. Consistency with the LCP will be discussed in greater detail below. Per State Law, since this project is providing five (5) percent, seventeen (17) affordable units, the project is eligible for reduced parking. For the project, Senate Bill (SB) 1818 and SEASP require 456 parking spaces for the residential uses 98 parking spaces for residential guest uses (SEASP), and twenty-two (22) spaces are required for the commercial component (SEASP) for a total of 576 spaces overall. The project applicant is proposing 576 spaces which meets the requirements under the state density bonus law. All parking shows in a combination of standard, compact, electric vehicle (EV), and Americans with Disabilities Act (ADA) in an above-grade parking structure. A parking utilization study was prepared to demonstrate that the reduced parking rate provided in SB1818 under the government code would address the anticipated demand for off-street parking based on traffic engineering principles. The study determined that the project would have a demand for 518 parking spaces, and therefore the provision of 576 parking spaces would meet the needed demand.

The additional density, height, and reduced parking pursuant to Government Code Section 65915 through 65918 is requested in order to provide the additional seventeen (17) affordable units and the additional market rate units. The additional height of the building does not conflict with the policies and parameters set forth in the LCP as the project implemented with the concessions/waivers continues to provide the required public view corridor along the northern edge of the site. Furthermore, the building continues to provide a step back on the upper floor along Pacific Coast Highway frontage consistent with SEASP requirements. At the rear

portion of the site, the requested waiver involves 30 feet of building area that is requested to increase height. This area is presently buffered from the Los Cerritos Wetlands by an existing office building (6621 East Pacific Coast Highway) to remain in place. The SEASP envisioned the existing building to function as a natural buffer area, which will continue to function as with the building to remain. A biological technical report was prepared in conformance with SEASP and the nearest potential wetlands are associated with the City of Long Beach Property Site (Marketplace Marsh) at least 194 feet north of the Project site, and the northeast edge of the Pumpkin Patch site approximately is 221 feet east of the Project site.

The project design includes compliance with SEASP Section 8.2.14 related to bird-safe treatment. Building components include the use of Ultra Violet (UV) glass, glazing with less than 30 percent coefficient reflectivity out, use of recessed and projecting balconies to cast shadows. In addition, the exterior treatments of the parking structure would seal any openings and include bird-safe netting to ensure birds do not enter the parking garage while also providing visual interest to the elevation.

The project would bring the site landscaping into greater conformance with the SEASP through the introduction of landscaping consistent with Appendix D, Plant Palette, of the SEASP. The development area includes the demolition of two buildings (6615 and 6695 East Pacific Coast Highway) and removal of associated paving, trees, shrubs and other landscaping facilitate the construction of the new building. Within the public right-of-way along Studebaker Road and Pacific Coast Highway, vegetation would also be removed to facilitate the access requirements for the development and complete street design per SEASP. The proposed landscaping for the site includes landscaped setback areas and courtyards with trees, shrubs and groundcover along Pacific Coast Highway and Studebaker Road. Landscaping would also be provided at the rooftop deck areas. In addition, a landscaped parkway would be added within the public right-of-way areas to complete the intent of the pedestrian realm along the public street frontages. All plant species included in the project design have been selected to comply with Appendix D, Plant Palette, of SEASP. Conditions of approval will ensure that landscaping is prioritized within the final plans to support nesting birds. The proposed design will replace the turf and palm trees (which is not a permitted species in the SEASP plant palette) that are currently along the setbacks of Pacific Coast Highway and Studebaker Road.

A Sea Level Rise Analysis (Moffatt & Nichol, 2023) was completed for the proposed project to assess the potential vulnerability of the project area under projected future sea level rise scenarios. Analyses first focus on the extent to which local coastal hazards change under future sea level rise scenarios. The overlap of projected future hazard zones and the project area is then used to identify potential future vulnerabilities to hazards related to sea level rise. Based on current topography data, the Project site is not projected to experience any flood hazards with 4.3 ft sea level rise, the projection for the 55-year Project design life (time horizon of 2080). Raising the elevation of select portions of development and paved areas as part of project design represents an effective solution to mitigate projected flood hazards. To address potential hazards beyond the 55-year Project design life, adaptive measures such as fill have been used to inform the building design and increase elevation throughout the project area or in targeted areas along the eastern and northwestern project boundaries to reduce hazard exposure under the 6.7 ft sea level rise scenario. Floodproofing retrofits were also identified in the analysis to be applied to structures to address any projected increases in coastal hazards over time, as needed. Given current sea level rise projections, it is highly unlikely that any adaptation actions would become necessary until after 2080, allowing for significant time to monitor hazard conditions and plan for implementation accordingly. The proposed design and elevation of the new building have been designed in consideration of the sea level rise analysis and the project would be safe from risk for the design life of the project.

As conditioned, the Applicant shall comply with all mitigation measures and project design features of the Southeast Area Specific Plan Program EIR and its Mitigation Monitoring and Reporting Program (MMRP), as detailed in the EIR (SCH: 2015101075) prepared for this project. The MMRP includes operational standards for consistency with the context of the project vicinity. Furthermore, the conditions of approval ensure that operational standards and requirements related to landscaping, noise, lighting, and public access are recorded on the title for the project parcels. This ensures that if a project or property is sold, the ownership is aware of the SEASP operational requirements embedded in the plan document.

With inclusion of bird-safe treatments, approved native plant species, appropriate lighting, public right-of-way improvements, and operational awareness for property owners, the proposed project will meet the requirements of SEASP while providing affordable housing in a portion of the City that has not experienced the development of affordable units in its recent history. The balancing of development, coastal access, affordable housing opportunities, and habitat

preservation were addressed with the Coastal Commission's certification of SEASP, which this project complies with this intent.

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

Chapter 3 of the Coastal Act deals with the public's right to use beach and water resources for recreational purposes. The chapter provides the basis for State and local government to require beach access dedication and to prohibit development, which restricts public access to the beach or/and water resources. The site will be developed in accordance with State law and SEASP. Any future use proposing to occupy the public sidewalk would require a Public Works Public Walkways Occupancy Permit (PWOP) prior to use.

The incorporation of affordable units is consistent with the certified Local Coastal Program and Coastal Act, which encourages a mix of housing opportunities to meet the public access goals of the Coastal Act. Maximizing public access "for all the people," is part of the Environmental Justice policies adopted by the Coastal Commission. Without the concessions for density, height, and parking the project would be developed with market rate units only which would not help to fully realize the robust public access policies and broad concern for equitable access to the Coast by all. The project conditions of approval ensure that the units are distributed throughout the various residential levels, including the upper floors, and shall be generally reflective of the mix of unit sizes and number of bedrooms in the overall project. The SEASP area is designated as a high resource area and the development of affordable units within SEASP fosters equity. The specific incentive/waivers requested to support the project are not incongruent with the certified LCP and Coastal Act. The increased height by one-story to six-stories does not obstruct an established view corridor. Furthermore, this concession in height is not unlike the waiver process allowed under the SEASP for additional height granted to low-cost overnight visitor serving accommodations. The incentives/waivers include a state-approved parking reduction rate to support the additional density for the affordable dwelling units. Based on the provided parking utilization rate, the provided onsite parking would meet anticipated demands for vehicle parking spaces. Increased density is known to reduce both Vehicle Miles Travel and energy consumed consistent with Coastal Act (Public Resources Code 30250 and 30253).

In addition to access to housing, the project improvements include improvements within the public right-of-way to support site access and facilitate buildout of the project area in conformance with the SEASP. Proposed modifications to Pacific Coast Highway require review and approval by the California Department of Transportation (Caltrans) and City of Long Beach Department of Public Works. Improvements within the Studebaker Road right-of-way would be approved by the City of Long Beach Department of Public Works. As conditioned, all improvements within the public right-of-way shall be compliant with the Americans with Disabilities Act (ADA) to allow for site access and connectivity within the project vicinity. The improvements within the public realm would provide access to the site and around the perimeter of the site. Public improvements are required per the conditions of approval and in accordance with the SEASP policies.

The street cross-sections have been designed in conformance with Chapter 7 of the SEASP. The streetscape zone along the design of public rights-of-way includes a travel zone, pedestrian zone, and setback zone. Along Pacific Coast Highway, the cross section includes a bicycle lane, pedestrian sidewalk, parkway areas, and a 10-foot public access easement would ensure consistency with the intent of SEASP. Improvements within the Studebaker Road right-of-way would include buildout of the existing 110-foot-wide street section to include a complete street featuring a center median, sidewalk, vehicle lanes, and bicycle lanes.

As outlined in SEASP, the City public right-of-way (dedication) for the Shopkeeper Road extension is established but unbuilt. Constraints such as existing oil operations and proximity to wetlands may preclude the Shopkeeper Road roadway from being completed in the configuration in which it is currently proposed and will likely require a realignment at some point in the future. Chapter 7 of SEASP includes potential alternate configurations to accomplish this future connection (Figure 7-16). This conceptual alignment occupies the subject site. As such, the building placement for the proposed project has been sited and designed to allow the completion of Shopkeeper Road connection at the rear of the property if this is undertaken in the future in conformance with the SEASP policies. The design of Studebaker Road and any future connection to an iteration of Shopkeeper Road that does not traverse delineated wetlands could be facilitated with the proposed project. The interim condition of the Studebaker Road terminus would avoid sensitive habitat areas, provide a complete street design, and maintain access to all involved parcels, thereby complying with the requirements of SEASP.

This second finding only applies to development located seaward of the nearest public highway to the shoreline. While, the subject site is not within this area, the

proposed project would be limited to private property and in compliance with applicable City of Long Beach zoning requirements (including SEASP), Coastal Act, Caltrans, and City of Long Beach Department of Public Works policies. The proposed project would include substantial improvements to access and connectivity for the public. All modes of transportation (pedestrians, bicyclists, and vehicles) have been considered in the design of public amenities included in the project.

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

The project is not a religious assembly use, therefore this finding does not apply to the subject project.

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

The project includes the demolition of two existing office buildings and the construction of a new 6-story mixed-use building. The proposed development will be required to obtain building permits from the Building Department. All onsite construction related to the building and site improvements are required to comply with all applicable local, regional, state, and federal water quality permits. Therefore, adherence to permit requirements would minimize the transport of pollutants and runoff that could impact coastal resources. The Applicant shall provide a construction staging plan to the Director of Development Services for review and approval prior to the issuance permits for each phase of construction, including demolition/site preparation, rough grading, precise grading, and each phase of building permits. The staging areas shall comply with appropriate

distancing to habitat areas and the local, regional, state, and federal water quality permits.

- 5. For an application to restrict short-term rentals in accordance with the provisions and procedures outlined in Chapter 5.77 (Short-Term Rentals) of the certified LCP, the project shall conform with the certified local coastal program, including with the provisions relating to coastal access and recreation. The required findings must include a cumulative impacts analysis informed, at least in part, by monitoring data collected on approved projects that restrict STRs and on STRs throughout the coastal zone. The responsible hearing body shall also find:**
- i. The proposed restriction would not result in the substantial loss of visitor-serving accommodations (i.e., a reduction in available overnight accommodation rooms, including but not limited to short-term rentals, hotels, and/or motels, within ¼ mile of visitor-serving recreational uses, the beach, bay, ocean, or tidelands).**
 - ii. The proposed restriction would not result in the loss of lower-cost overnight accommodations. Lower-cost overnight accommodations shall be defined as those charging approximately twenty five percent (25%) less than the statewide average daily room rate or less.**
 - iii. The proposed restriction would not result in the net loss of short-term rentals below four hundred twenty-five (425) short-term rental units (both hosted and un-hosted and/or primary or non-primary) historically occurring in the coastal zone.**
 - iv. The proposed restriction would be necessary to protect the neighborhood stability, housing access, and would be consistent with the neighborhood character established in the Local Coastal Program (LCP).**

The project does not include an application to restrict short-term rentals; therefore, this finding is not applicable to the proposed project.

LOT MERGER FINDINGS

**6615, 6621, and 6695 East Pacific Coast Highway
Application No. 2208-10 (LMG22-012)
July 20, 2023**

Pursuant to Section 20.28.030 of the Long Beach Municipal Code (Title 20, Subdivision Ordinance), Lot Mergers shall be required if the Zoning Administrator or Planning Commission, at a public hearing, makes any of the following findings. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings:

- 1. ANY ONE OF SUCH CONTIGUOUS PARCELS OR UNITS HELD BY THE SAME OWNER DOES NOT CONFORM TO THE MINIMUM SIZE STANDARDS AS REQUIRED BY THE ZONING REGULATIONS, AND AT LEAST ONE OF SUCH CONTIGUOUS PARCELS IS NOT DEVELOPED WITH A SEPARATE BUILDING FOR WHICH A PERMIT HAS BEEN ISSUED BY THE CITY; OR**

The Southeast Area Specific Plan (SEASP) (SP-2) does not maintain a minimum lot size for parcels within the Mixed Use-Community Core (MU-CC) designation. Currently, there are three (3) parcels under the same ownership that comprise the overall project area measure approximately 112,914 square feet (APN: 7237-020-050), 38,028-square-feet (APN: 7237-020-040), and 81,016-square feet (APN: 7237-020-041). Each parcel is developed with an existing two-story office building with shared parking among all three (3) parcels subject to a Declaration of Covenants, Conditions and Restrictions (CC&Rs). The CC&Rs address parking and access requirements of the parcels owned by the Marketplace Shopping Center, Marketplace Office Park (project applicant), and City of Long Beach.

The development site (6615 and 6695 East Pacific Coast Highway) would be the location of the requested lot merger. All structures on the development site would be demolished and the lot merger would merge the adjusted APN: 7237-020-050 (6615 East Pacific Coast Highway) and APN: 7237-020-040 (6695 East Pacific Coast Highway) to result in one 163,249-square-foot (3.75-acre) lot. There would be one legal parcel after the lots are merged. The APN: 7237-020-041 (6621 East Pacific Coast Highway) would remain a separate parcel. Upon completion of the lot merger, the consolidated lot would be developed with the proposed project. The Notice of Lot Merger would be filed with the County Clerk-Recorder upon completion of site clearance of 6615 East Pacific Coast Highway and 6695 East Pacific Coast Highway. As such, positive findings can be made to approve the lot merger.

- 2. A SINGLE PROJECT IS DEVELOPED ON CONTIGUOUS LOTS IN SUCH A MANNER THAT ONE OR MORE OF THESE RECORDED LOTS COULD BE SOLD SEPARATELY FROM THIS PROJECT BUT WILL RESULT IN REDUCTION OF REQUIRED PARKING, SETBACKS, OPEN SPACES, OR VIOLATION OF OTHER DEVELOPMENT STANDARDS AS SPECIFIED IN THE CURRENT ZONING REGULATIONS.**

The three subject parcels are located in the southeast portion of the City of Long Beach in the MU-CC area of SEASP. The Lot Merger of two parcels (APN: 7237-020-050 and APN: 7237-020-040) will result in one single parcel that totals 163,249 square feet in size and is owned by the same property owner. The easternmost lot (APN: APN: 7237-020-041) is currently developed with an office building and would remain at the dimensions established under the lot line adjustment filed as part of App. No. 2201-12. The merger of the two parcels will prevent the parcels from being sold separately since the proposed project would be developed on the consolidated site, including its parking.

LOT LINE ADJUSTMENT FINDINGS

**6615, 6621, and 6695 East Pacific Coast Highway
Application No. 2201-12 (LLA22-002)
July 20, 2023**

Pursuant to Section 20.20.010 of the Long Beach Municipal Code (Title 20, Subdivision Ordinance), Lot Line Adjustments shall be required if the Zoning Administrator or Planning Commission, at a public hearing, makes any of the following findings. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings:

- 1. EACH ADJUSTED LOT SHALL HAVE A MINIMUM LOT WIDTH OF TWENTY-FIVE FEET (25') AND IN NO CASE SHALL SUCH LOT WIDTH BE LESS THAN FOUR-FIFTHS ($\frac{4}{5}$) OF THE AVERAGE LOT WIDTH WITHIN A RADIUS OF THREE HUNDRED FEET (300') FROM SAID LOT;**

According to the record of survey, there are three existing legal parcels on the project site. Under existing conditions, the easternmost property line for APN: 7237-020-050 (6615 East Pacific Coast Highway) shares a common property line with APN: 7237-020-041 (6621 East Pacific Coast Highway). This shared property line bisects the surface parking lot that is shared between all three parcels and maintains access rights via the to a Declaration of Covenants, Conditions and Restrictions (CC&Rs) in place for the Marketplace Shopping Center, Marketplace Office Park (project applicant), and City-owned parcel. The eastern property line between APNs 7237-020-050 and 7237-020-041 be adjusted eastward and would remain within the existing surface parking lot. The adjusted property line would remain located between the buildings at 6695 East Pacific Coast Highway and 6621 East Pacific Coast Highway.

Prior to the lot line adjustment there are three legal parcels (two parcels with frontage along East Pacific Coast Highway and one parcel with frontage along the unbuilt portion of Shopkeeper Road), and there would be three legal parcels after the lot line is adjusted. The easternmost parcel to be adjusted (APN: 7237-020-041 [6621 East Pacific Coast Highway]) maintains a front lot line along Shopkeeper Road pursuant to Section 21.15.1150 (Front Lot Line) of the Long Beach Municipal Code, due to the dimension of the lot line along Shopkeeper Road in comparison to the lot line dimension along the unbuilt section of Studebaker Road that forms the southern lot line.

Lot width means the horizontal distance between the midpoints of the side lot lines, measured at right angles to the line measuring lot depth. Therefore, the eastward adjustment of the lot line parallel to Shopkeeper Road would not change the defined width of APN: 7237-020-041 (6621 East Pacific Coast Highway). The adjusted width APN: 7237-020-050 (6615 East Pacific Coast Highway) would increase as part of the proposed adjustment. Therefore, the proposed adjustment would result in both properties maintaining the same or increased width consistent with the surrounding parcels.

The proposed lot line adjustment would not result in the creation of new lots (three existing parcels and three parcels would result of the adjustment), and the proposed lots would be fundamentally consistent with the requirements of the Subdivision Map Act.

2. NO ZONING VIOLATIONS SHALL RESULT FROM THE ADJUSTMENT;

Upon adjustment of the lot lines, the resulting lot size of APN: 7237-020-041 (6621 East Pacific Coast Highway) would be 68,691 square feet. The existing office building and surface parking at 6621 East Pacific Coast Highway would remain in place. The proposed adjustment would remove parking that was held on a shared use basis under the recorded Covenants, Conditions and Restrictions (CC&Rs) in place for the Marketplace Shopping Center, Marketplace Office Park (project applicant), and City-owned parcel. The required parking for the office building to remain at 6621 East Pacific Coast Highway is 132 vehicular parking spaces. The rear building maintains existing surface parking onsite (57 parking spaces) and within established parking areas along Studebaker Road and Shopkeeper Road (54 parking spaces). Under the CC&Rs, the rear building also presently has access to surface parking on the City parcel. As conditioned, to ensure the maintenance of required parking, the CC&Rs are to be amended to include the specific reservation of parking spaces in perpetuity to maintain access to a minimum of 132 parking spaces.

Two rows of surface parking lot areas would remain between the adjusted lot line, which would ensure the maintenance of adequate setbacks pursuant to SEASP. Since the adjustment occurs within the shared surface parking area, there would be no reduction in onsite open space for the office building to remain at APN: 7237-020-041 (6621 East Pacific Coast Highway). Furthermore, the maximum floor area ratio (FAR) is defined on the block level in SEASP. Therefore, the adjustment of the lot line and parcel sizes would have no effect on compliance with that development standard.

Under existing conditions, the parcel at 6621 East Pacific Coast Highway (APN: 7237-020-041) does not maintain direct vehicular access to Studebaker Road as a portion of the public right-of-way that abuts the parcel remains unbuilt. The proposed project would construct roadway improvements within the Studebaker Road existing public right-of-way to include a center median, sidewalk, vehicle lanes, and bicycle lane. Studebaker Roadway improvements would provide access to the existing office building at 6621 East Pacific Coast Highway and associated parking areas. Vehicular access would be directly connected from the Studebaker Road right-of-way to the rear office building at 6621 East Pacific Coast Highway and ultimately to the City-owned parcel (APN 7237-020-041). A roundabout feature would be installed at the terminus of Studebaker Road within the public right-of-way limits. An ingress-egress driveway would extend north from the roundabout to provide access to a two-way drive aisle that would extend onto parcel APN 7237-020-041, north of the proposed building. The proposed improvements to the Studebaker Road public right-of-way would bring the site into greater compliance with the access requirements under the Subdivision Map Act and Title 20 of the Long Beach Municipal Code.

The adjustment would increase the size of APN: 7237-020-050 (6615 East Pacific Coast Highway) to 125,221 square feet in compliance with SEASP. This site would be cleared of all structures and merged with APN: 7237-020-040 (6695 East Pacific Coast Highway) to facilitate the construction of the mixed-use project in conformance with SEASP.

The proposed lot line adjustment is proposed to ensure the potential for completion of Shopkeeper Road connection could be undertaken in the future in conformance with the SEASP policies. The location of the adjusted lot line would prevent non-conformities with the SEASP development standards for the proposed mixed-use project as the setbacks are measured from the adjusted lot line.

3. INDIVIDUAL SEWER CONNECTIONS ARE AVAILABLE TO EACH ADJUSTED LOT, OR NECESSARY EASEMENTS ARE PROVIDED TO THE SATISFACTION OF THE DIRECTOR OF PUBLIC WORKS;

Existing sanitary sewer connections are in place in the Marketplace Office Park addressed as 6615, 6621, and 6695 East Pacific Coast Highway. New sewer lines would be installed for the proposed mixed-use project that would connect to existing infrastructure. Existing sewer lines to serve the existing office building at 6621 East Pacific Coast Highway would remain in place. Existing 10-foot water utility easements would be modified with construction of the proposed project. As conditioned, all required utility easements shall be provided to the satisfaction of the applicable department, agency, or utility company.

The project will comply with all applicable sections of Title 15, Public Utilities, of the Long Beach Municipal Code.

4. ALL DRAINAGE ACROSS THE ADJUSTED LOT LINE SHALL BE ELIMINATED OR NECESSARY EASEMENTS ARE PROVIDED TO THE SATISFACTION OF THE DIRECTOR OF PUBLIC WORKS; AND

As conditioned, the applicant shall provide easements to the City of Long Beach for existing and/or proposed public utility facilities to the satisfaction of the concerned City department or public agency.

The proposed project would include the construction of a new mixed-use building on the merged westernmost parcels and maintain the existing office building at 6621 East Pacific Coast Highway on a separate parcel. All new construction shall be required to comply with current National Pollutant Discharge Elimination System (NPDES) and Los Angeles County MS4 permit regulations and would also include storm water Low Impact Development (LID) Best Management Practices (BMPs). Additionally, the project would comply with Chapter 18.74 of the Long Beach Municipal Code which regulates the implementation of the LIDs and BMPs for projects in the City of Long Beach.

5. A PROCESSING FEE FOR A LOT LINE ADJUSTMENT SHALL BE PAID TO THE DIRECTOR OF PUBLIC WORKS AS PROVIDED FOR IN THE CITY COUNCIL RESOLUTION ESTABLISHING FEES.

As conditioned, the applicant will submit application and fees to Public Works for final mapping processing.