

SITE PLAN REVIEW FINDINGS

3701 Pacific Place

Application No. 2005-08 (SPR20-015)

December 17, 2020

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, 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:

- 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;**

Positive Finding: The proposed project consists of the construction of a 3-story, 152,745 square foot self-storage facility with accessory office space, R.V. parking lot and car wash. The accessory office space will be located on the third floor of the building and will be approximately 6,200 square feet in size. The accessory car wash building will be approximately 2,153 square feet and will only service vehicles that utilize the R.V. parking lot or the self-storage facility. The R.V. parking lot will consist of 578 R.V. parking spaces: 173 uncovered, 405 covered. The project also includes 44 standard parking space to satisfy the requirements of the self-storage facility and car wash. The project site is approximately 13.95 acres and is bounded by the 405 freeway to the south, the 710 freeway and Los Angeles River to the west, and the Los Angeles County Metropolitan Transportation Authority (Metro) A-line (formerly Blue Line) light rail tracks to the north and east. The light rail tracks provide a natural buffer to the public school, public park and residential neighborhood to the north and east. Access to the site is available through a single entry point at the southeast portion of the site, via Pacific Place (which is the road that also accesses the 405 and 710 freeways (See plans and project description for Application No. 2005-08 for additional details).

The project is designed in a modern architectural style, with tilt-up concrete walls as the primary building material. The widest facades of the building measure approximately 251 feet, the architecture incorporates forms and materials that effectively break up the large expanses of wall frontages and minimizes scale. This is accomplished with the incorporation of different offsets, varied roof heights and massing of forms, contrasting colors and a variety of patterns and high-quality building materials. Proposed materials include formliner concrete siding (which contains score lines) with different patterns and etched imagery, polycarbonate panels, dual-pane glazing with blackened steel storefront system, art walls with murals, and swisspearl wooden panels. The proposed building is located in the southeast portion of the site, just beyond its entry from Pacific Place. In addition to offering high-quality architecture at the site's entrance, the building placement also

works to visually buffer the remainder of the site which consists predominantly of R.V. parking spaces.

The project's architectural design has been found to be of the appropriate high quality in line with the character of the Neo-Industrial PlaceType of the General Plan. While the project site is naturally separated and buffered by the light rail line track from its surrounding land uses (school, park and residential neighborhood), the site orientation and high-quality architecture offered with the proposed design respects the surrounding neighborhood in terms of:

- Overall quality – the project will result in an upgraded site by eliminating the blighted condition of the vacant property and incorporating off-site roadway improvements;
- Scale and massing – the project site's size and location next to the 405 and 710 freeways, the Los Angeles River and the Metro Rail allow for a larger scale development and;
- Compatibility of the proposed use within the environmental constraints of the site itself – the project site has been exposed to substantial levels of contamination due to its previous activities as an oil brine water treatment facility and an oil well drilling site.

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;

Positive Finding: The General Plan's Land Use Element, adopted in December 2019, designates the project site as the Neo-Industrial (NI) Placetype. The NI PlaceType encourages the location and retention of restricted light industrial activities associated with innovative start-up businesses and creative design offices in engineering, sciences, technology, media, education, and information industries. It can be considered a commercial manufacturing hybrid zone for promoting new products on behalf of the creative class. The Land Use Element also states that this PlaceType promotes low-intensity uses adjacent to low-density residential uses and medium-intensity uses adjacent to industrial uses. Where new developments are inserted in the NI PlaceType, office and commercial uses rather than industrial and manufacturing operations should abut residential neighbors.

One of the citywide goals identified in the Land Use Element is to accommodate strategic growth and change (Goal No. 3 of the Land Use Element). Under this goal, the City aims to encourage this growth within strategic locations while preserving existing neighborhoods. Map LU-20 of the Land Use Element identifies the subject site as a target for one of the eight major areas of change that are the focus of the land use concept: "Convert targeted industrial edges and districts to Neo-Industrial uses". Even though the subject site is no longer considered an

industrial edge, its history of activity consists oil well drilling and oil brine water treatment facility operation.

The proposed project consists of the construction of a 3-story self-storage facility with accessory office space, R.V. parking and a car wash. The office space will be located on the third floor, with an area of approximately 6,200 square feet, approximately 4% of the overall building area. The small percentage of the office space in relation to the overall building area characterizes it as an accessory component of the self-storage facility (as opposed to a stand-alone primary use). The proposed self-storage project is not inconsistent with the NI PlaceType that is generally intended to facilitate innovative start-up businesses or creative design offices. The incorporation of 6,200 square feet of office space within the self-storage facility (where the office space is considered an accessory use) offers an opportunity for such uses, given the environmental and safety constraints of the project site. The project captures the intent of the NI PlaceType by offering a low-intensity use that is adjacent to the low-density single-family neighborhood to the east of the property.

The project supports the citywide goal of strategic growth and change by specifically addressing Strategy No. 7 – to “implement the major areas of change identified in this Land Use Plan (Map LU-20).” In particular, LU Policy 7-4 sets out to encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development. The project site as a whole has been abandoned for several years (since 2007), contributing to the presence of a blighted vacant property that has been used for illegal activity. The use of this site in a limited capacity is due largely to its contamination from previous activities such as oil well drilling and oil brine water treatment facility operations.

The applicant proposes to establish a self-storage facility with accessory office space and R.V. parking lot, which is considered among the most practical uses given the site’s contamination. As a result of the project, the blighted site and its surrounding area will undergo several upgrades including landscaping, new building with high-quality architecture, new paving, off-site roadway improvements and a use that will increase its vitality above and beyond its current status.

The Urban Design Element of the General Plan also sets forth several goals aimed at improving blighted properties in Long Beach. Strategy No. 15 within the Urban Design Element coincides with the proposed project as it is meant to “consider vacant parcels as infill opportunities.” Specifically, Policy UD 15-2 aims to “promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.” The project site is a 13.95 acre vacant property that with significant contamination. The site is bounded by two major freeways (the 405 and 710 freeways), the Los Angeles River and the Metro A-line light rail tracks,

which limits its access to a small road that dead-ends into the site. The proposed self-storage facility with accessory office, R.V. parking and car wash are considered to be an appropriate use that fits the scale of the site itself and the scale of its immediate surroundings along two major freeways and the Los Angeles River. This unique location also provides adequate buffering between the adjacent school, park and residential neighborhood.

Furthermore, Strategy No. 14 of the Urban Design Element contends that “building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful design patterns.” Policy UD 14-3 set out to “allow new development projects to respond to their particular context and experiment with alternative development patterns while complementing their PlaceTypes.” The proposed project provides a unique architectural style that deviates from the typical self-storage facility. The self-storage facility will be three stories with a total area of 152,745 square feet. In comparison to the project site, the size of the building is relatively small in scale. Nevertheless, the building’s widest facades are approximately 251 feet.

The applicant has included several architectural forms and features to help break up the massing of the large facades. The building will feature formliner concrete siding with different patterns and etched imagery, polycarbonate panels, dual-pane glazing with blackened steel storefront system, art walls with murals, and swisspearl wooden panels. As the building will be located close to the site’s entrance, ground-level views into the property are expected to be visually appealing. The proposed project is consistent with LU Policy 7-4, Policy UD 15-2 and Policy UD 14-3.

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

Positive Finding: Prior to recent soil surcharge grading activities necessary for the project, the project site had sporadic patches of vegetation including one mature palm tree and six Mexican fan palm trees, none of which were deemed biologically significant in the project’s IS/MND. The proposed project will result in the planting of 210 new trees throughout the site’s perimeter. Furthermore, Conditions of Approval are in place to require compliance with any applicable regulations of the Department of Public Works Street Tree Division. These regulations include the requirement for parkway trees to provide shade cover at a minimum of 50 percent of the total area of public right-of-way after 5 years.

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

Positive Finding: Improvements to the public right-of-way adjacent to the project site will include a number of dedications and other exactions required by code and conditions of approval in order to offset the capital improvements to public infrastructure necessary to support this project. These include:

- Build-out of Pacific Place road from the existing cul-de-sac to the proposed development site as indicated in submitted plans;
- Resurfacing the pavement for the full road width of North Pacific Place from north of the I-405 freeway overpass to the limit of the proposed vacation of that street;
- Maintenance, repair and replacement of off-site improvement abutting the project boundary during construction of the on-site improvements, until final inspection of the on-site improvements by the City;
- Protection and replacement of all traffic signage within the public right-of-way adjacent to the project site; and
- Further right-of-way and off-site improvements as detailed in the project file, conditions of approval, project IS/MND.

There is an essential nexus between these improvements, which will bring the partially-unimproved Pacific Place road and Ambeco Road cul-de-sac rights-of-way adjacent to the project site up to current code standards. Currently, no sidewalks exists along the smaller portion Pacific Place that extends beyond the Ambeco Road cul-de-sac and leads to the project site. These improvements are necessary to bring the roadway and right-of-way up to current standards adjacent to the project site and in the off-site areas that will be most immediately used by the project site's generated traffic, including both employees and commercial trips.

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:

Table 25-1
 Transportation Demand Management Ordinance Requirements

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

Positive Finding: The proposed development contains more than 100,000 square feet, so all items in the above list (with the exception of Transit review) will apply to the project and will be implemented as conditions of approval. The project will be revised as necessary to provide these required items (see conditions of approval for Application No. 2005-08).

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

Positive Finding: Per Section 21.45.400, for a new nonresidential building of 50,000 sq. ft. or more, the project will be required to meet the intent of LEED at the Certified level. This can be achieved either through registering the project with the US Green Building Council and obtaining LEED certification, or by providing a third-party certification that the project meets the requirements of the LEED Certified level. As the requirements of Section 21.45.400 are now implemented in Chapter 18.47 (Green Building Standards Code) of Title 18 (Long Beach Building Standards Code) of the LBMC, this will be a requirement for issuance of building permits for the project and will be enforced by the Building & Safety Bureau of the Department of Development Services.

ZONE CHANGE FINDINGS
3701 Pacific Place
Application No. 2005-08 (ZCHG20-004)
December 17, 2020

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

1. THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA; AND

Positive Finding: The project site is currently zoned Light Industrial (IL). IL is an industrial use district for a wide range of industries whose primary operations occur entirely within enclosed structures and pose limited potential for environment impacts. The proposed project consists of a self-storage facility with accessory car wash and R.V. parking components. Self-storage facilities are not allowed within the IL zoning district. The project site would be rezoned to Commercial Storage (CS) to facilitate the development of the self-storage facility through the Conditional Use Permit process.

The CS zoning district encourages storage uses in areas which are particularly difficult to use due to parcel shape, access, adverse environmental conditions, or in areas where parcels are needed to form a buffer from incompatible uses. The project site fits the criteria of irregular parcel shape, limited access and adverse environmental conditions. The project site is located in a unique position to the north of the 405 Freeway, and to the west of the 710 Freeway and the Los Angeles River, with access available only through a small road that is used mostly for access to said freeways. The site has been exposed to substantial levels of contamination due to its previous activities as an oil brine water treatment facility and an oil well drilling site. Based on the level contamination on the site, the use deemed most appropriate is self-storage and vehicle storage.

Self-storage and vehicle storage are considered low-intensity uses that are not expected to cause adverse impacts such as excessive vehicle trips or traffic, or the generation of excessive noise, odor or hazardous materials. The site's location along two freeways suggests its compatibility as auto-oriented use that will be accessible using the same road that currently provides access to both freeways. Although the project site is in close proximity with a school, park and a single-family residential community, it is naturally buffered by the aforementioned freeways, the Los Angeles River and the Los Angeles County Metropolitan Transportation Authority (Metro) A-line (formerly Blue Line) light rail tracks.

The Initial Study/Mitigated Negative Declaration prepared for the development project (IS/MND-07-20) found that there will be no significant unavoidable impacts associated with the project, and that all potentially significant impacts can be mitigated to a less than significant level. Particularly, the MND found that all impacts associated with air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials and tribal cultural resources can be mitigated to a level of less than significant.

Due to the site's relatively isolated location and access, the rezoning and construction of the project will not negatively affect the character of the existing residential neighborhood, nor would it adversely affect its livability. The project will result in improvements to the development site including the paving of additional roadways and removal of physical blight within and around the property and would not result in negative effects upon the surrounding area.

2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN.

The General Plan's Land Use Element, adopted in December 2019, designates the project site as the Neo-Industrial (NI) Placetype. The NI PlaceType encourages the location and retention of restricted light industrial activities associated with innovative start-up businesses and creative design offices in engineering, sciences, technology, media, education, and information industries. It can be considered a commercial manufacturing hybrid zone for promoting new products on behalf of the creative class. The Land Use Element also states that this PlaceType promotes low-intensity uses adjacent to low-density residential uses and medium-intensity uses adjacent to industrial uses. Where new developments are inserted in the NI PlaceType, office and commercial uses rather than industrial and manufacturing operations should abut residential neighbors.

One of the citywide goals identified in the Land Use Element is to accommodate strategic growth and change (Goal No. 3 of the Land Use Element). Under this goal, the City aims to encourage this growth within strategic locations while preserving existing neighborhoods. Map LU-20 of the Land Use Element identifies the subject site as a target for one of the eight major areas of change that are the focus of the land use concept: "Convert targeted industrial edges and districts to Neo-Industrial uses". Even though the subject site is no longer considered an industrial edge, its history of activity consists oil well drilling and oil brine water treatment facility operation.

The proposed project consists of the construction of a 3-story self-storage facility with accessory office space, R.V. parking and a car wash. The office space will be located on the third floor, with an area of approximately 6,200 square feet. While the proposed self-storage project does not completely correlate with innovative start-up businesses or creative design offices, the incorporation of 6,200 square

feet of office space within the self-storage facility still offers an opportunity for such uses, given the environmental and safety constraints of the project site. The project captures the intent of the NI PlaceType by offering a low-intensity use that is adjacent to the low-density single-family neighborhood to the east of the property.

The project supports the citywide goal of strategic growth and change by specifically addressing Strategy No. 7 – to “implement the major areas of change identified in this Land Use Plan (Map LU-20).” In particular, LU Policy 7-4 sets out to encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development. The project site as a whole has been abandoned for several years (since 2007), contributing to the presence of a blighted vacant property that has been used for illegal activity. The use of this site in a limited capacity is due largely to its contamination from previous activities such as oil well drilling and oil brine water treatment facility operations.

The applicant proposes to establish a self-storage facility with accessory office space and R.V. parking lot, which is considered among the most practical uses given the site’s contamination. As a result of the project, the blighted site and its surrounding area will undergo several upgrades including landscaping, high-quality architecture, new paving, off-site roadway improvements and a use that will increase its vitality above and beyond its current status.

The Urban Design Element of the General Plan also sets forth several goals aimed at improving blighted properties in Long Beach. Strategy No. 15 within the Urban Design Element coincides with the proposed project as it is meant to “consider vacant parcels as infill opportunities.” Specifically, Policy UD 15-2 aims to “promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.” The project site is a 13.95 acre vacant property that with significant contamination. The site is bounded by two major freeways (the 405 and 710 freeways), the Los Angeles River and the Metro A-line light rail tracks, which limits its access to a small road that dead-ends into the site. The proposed self-storage facility with accessory office, R.V. parking and car wash are considered to be an appropriate use that fits the scale of the site itself and the scale of its immediate surroundings along two major freeways and the Los Angeles River. This unique location also provides adequate buffering between the adjacent school, park and residential neighborhood.

Furthermore, Strategy No. 14 of the Urban Design Element contends that “building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful design patterns.” Policy UD 14-3 set out to “allow new development projects to respond to their particular context and experiment with alternative development patterns while complementing their

PlaceTypes.” The proposed project provides a unique architectural style that deviates from the typical self-storage facility. The self-storage facility will be three stories with a total area of 152,745 square feet. In comparison to the project site, the size of the building is relatively small in scale. Nevertheless, the building’s widest facades are approximately 251 feet. The applicant has included several architectural forms and features to help break up the massing of the large facades. The building will feature formliner concrete siding with different patterns and etched imagery, polycarbonate panels, dual-pane glazing with blackened steel storefront system, art walls with murals, and swisspearl wooden panels. As the building will be located close to the site’s entrance, ground-level views into the property are expected to be visually appealing. The proposed project is consistent with LU Policy 7-4, Policy UD 15-2 and Policy UD 14-3.

3. THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.

Not Applicable: The proposed project is not a rezoning of an existing mobile home park.

CONDITIONAL USE PERMIT FINDINGS

3701 Pacific Place

App. No. 2005-08 (CUP20-010)

Date: December 17, 2020

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 project consists of the operation of a self-storage facility with accessory office space, a recreational vehicle (R.V.) parking lot and car wash. The office space is to be occupied in part by the developer of the self-storage facility. The self-storage facility will be three stories and consist of 1,132 self-storage units. The accessory office space will be located on the third floor of the building and encompasses approximately 6,200 square feet. The R.V. parking lot will consist of 578 R.V. parking stalls (173 covered, 405 uncovered). The accessory car wash building will be 2,153 square feet and the project also includes 44 standard parking stalls to meet the parking requirements for the self-storage facility and the car wash.

The General Plan's Land Use Element, adopted in December 2019, designates the project site as the Neo-Industrial (NI) Placetype. The NI PlaceType encourages the location and retention of restricted light industrial activities associated with innovative start-up businesses and creative design offices in engineering, sciences, technology, media, education, and information industries. It can be considered a commercial manufacturing hybrid zone for promoting new products on behalf of the creative class. The Land Use Element also states that this PlaceType promotes low-intensity uses adjacent to low-density residential uses and medium-intensity uses adjacent to industrial uses. Where new developments are inserted in the NI PlaceType, office and commercial uses rather than industrial and manufacturing operations should abut residential neighbors. The proposed uses are not inconsistent with the intent to locate lower intensity uses adjacent to residential uses.

One of the citywide goals identified in the Land Use Element is to accommodate strategic growth and change (Goal No. 3 of the Land Use Element). Under this goal, the City aims to encourage this growth within strategic locations while preserving existing neighborhoods. Map LU-20 of the Land Use Element identifies the subject site as a target for one of the eight major areas of change that are the focus of the land use concept: "Convert targeted industrial edges and districts to Neo-Industrial uses". Even though the subject site is no longer considered an industrial edge, its history of activity consists oil well drilling and oil brine water treatment facility operation.

The proposed project consists of the construction of a 3-story self-storage facility with accessory office space, R.V. parking and a car wash. The office space will be located on the third floor, with an area of approximately 6,200 square feet. The project captures the intent of the NI PlaceType by offering a low-intensity use that is adjacent to the low-density single-family neighborhood to the east of the property. The incorporation of 6,200 square feet of office space within the self-storage facility still offers an opportunity for such uses, given the environmental and safety constraints of the project site.

The project supports the citywide goal of strategic growth and change by specifically addressing Strategy No. 7 – to “implement the major areas of change identified in this Land Use Plan (Map LU-20).” In particular, LU Policy 7-4 sets out to encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development. The project site as a whole has been abandoned for several years (since 2007), contributing to the presence of a blighted vacant property that has been used for illegal activity. The use of this site in a limited capacity is due largely to its contamination from previous activities such as oil well drilling and oil brine water treatment facility operations.

The applicant proposes to establish a self-storage facility with accessory office space and R.V. parking lot, which is considered among the most practical uses given the site’s contamination. As a result of the project, the blighted site and its surrounding area will undergo several upgrades including landscaping, high-quality architecture, new paving, off-site roadway improvements and a use that will increase its vitality above and beyond its current status.

The Urban Design Element of the General Plan also sets forth several goals aimed at improving blighted properties in Long Beach. Strategy No. 15 within the Urban Design Element coincides with the proposed project as it is meant to “consider vacant parcels as infill opportunities.” Specifically, Policy UD 15-2 aims to “promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.” The project site is a 13.95 acre vacant property that with significant contamination. The site is bounded by two major freeways (the 405 and 710 freeways), the Los Angeles River and the Metro A-line light rail tracks, which limits its access to a small road that dead-ends into the site. The proposed self-storage facility with accessory office, R.V. parking and car wash are considered to be an appropriate use that fits the scale of the site itself and the scale of its immediate surroundings along two major freeways and the Los Angeles River. This unique location also provides adequate buffering between the adjacent school, park and residential neighborhood.

Furthermore, Strategy No. 14 of the Urban Design Element contends that “building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful design patterns.” Policy UD 14-

3 set out to “allow new development projects to respond to their particular context and experiment with alternative development patterns while complementing their PlaceTypes.” The proposed project provides a unique architectural style that deviates from the typical self-storage facility. The self-storage facility will be three stories with a total area of 152,745 square feet. In comparison to the project site, the size of the building is relatively small in scale. Nevertheless, the building’s widest facades are approximately 251 feet.

The applicant has included several architectural forms and features to break up the massing of the large facades. The building will feature formliner concrete siding with different patterns and etched imagery, polycarbonate panels, dual-pane glazing with blackened steel storefront system, art walls with murals, and swisspearl wooden panels. As the building will be located close to the site’s entrance, ground-level views into the property are expected to be visually appealing. The proposed project is consistent with LU Policy 7-4, Policy UD 15-2 and Policy UD 14-3.

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

In accordance with the California Environment Quality Act (CEQA) and the CEQA Guidelines, an Initial Study / Mitigated Negative Declaration (IS/MND07-20) was prepared for this project. The IS/MND finds that by implementing identified mitigation measures related to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources, the project will not result in significant effects to the environment.

Each of the proposed uses is not anticipated to be detrimental to the surrounding community. The project site consists of four contiguous vacant parcels (currently a vacant dirt lot) that have been abandoned since 2007. The site is located directly to the north of the Interstate 405 Freeway and to the east of the Los Angeles River and 710 Freeway. It is also located just to the south and east of the Los Angeles County Metropolitan Transportation Authority (Metro) A-line light rail tracks.

The operation of a self-storage facility with accessory office space, R.V. parking lot and car wash is completely buffered from surrounding uses due to its containment by the freeways, river, and light rail tracks. The most intense activity of the proposed use will be the entering and exiting of vehicles (including R.V.s) to and from the site. The natural buffering of the site is expected to render these activities virtually undetectable to the neighboring school, park and residential properties. The site’s condition, coupled with its location next to the freeways, river and light rail tracks make it ideal for the recreational vehicle parking and self-storage.

Furthermore, several conditions of approval (many of which are mitigation measures imposed from the IS/MND) are included to further ensure that the use and development of the site is not detrimental to the surrounding community.

3. THE APPROVAL IS IN COMPLIANCE WITH THE SPECIAL CONDITIONS FOR THE USE ENUMERATED IN CHAPTER 21.52.

Chapter 21.52.206 states that the following conditions shall apply to auto repair shops, service stations, car washes, auto upholstery shops, auto parts and tire sales, camper installation businesses, van conversion businesses and the like:

A. In the CB district, such uses shall be limited to locations inside parking structures;

The project site is not located within the CB district.

B. In the CR and CO zones, conditional use permits shall be limited to the expansion of existing nonconforming uses;

The project site is not located within the CR or CO zoning districts.

C. Automobile service station uses shall be limited to: retail sales of fuel, oil and small vehicle parts;

The project does not include an automobile service station use.

D. The proposed use shall not intrude into a concentration of retail uses and shall not impede pedestrian circulation between retail uses;

The project site is located between the I-405 and 710 freeways, the Los Angeles River, and the Metro A-line light rail tracks. The site is isolated by these boundaries and does not intrude into a concentration of retail uses nor does it impede pedestrian circulation between retail uses.

E. The proposed use shall not create unreasonable obstructions to traffic circulation around or near the site;

The project site consists of four contiguous vacant parcels, located directly to the north of the Interstate 405 Freeway and to the east of the Los Angeles River and 710 Freeway. It is also located just to the south and east of the Los Angeles County Metropolitan Transportation Authority (Metro) A-line light rail tracks. Access into the site is available through a single-entry point on Pacific Place/Ambeco Road which dead-ends into the site. Access to the 405 and 710 freeways are also taken from Pacific Place. Therefore, the entry into the project site is not pedestrian-compatible, regardless of project implications.

Traffic circulation is not anticipated to be impeded by the use of the site as the City of Long Beach Public Works Department has set forth several conditions of approval requiring dedications, roadway paving and improvements and

general offsite upgrades. In accordance with the California Environment Quality Act (CEQA) and the CEQA Guidelines, an Initial Study / Mitigated Negative Declaration (IS/MND07-20) was prepared for this project. The IS/MND finds that traffic activity generated by the project will not result in significant effects to the environment.

F. No curb cuts shall be permitted within forty feet (40') of any public roadway intersection;

The project site will be accessed by an extension of Pacific Place, and the site itself is not within 40' of any public roadway intersections.

G. No vehicles may be stored at the site for purposes of sale, unless the use is also a vehicle sales lot or for the use as parts for vehicles under repair; and

The proposed project includes a request to establish an R.V. parking lot, with no intention of vehicle sales. As conditioned, any retail activity shall be prohibited.

H. The site shall comply with all applicable development standards for open storage and repair uses specified in Chapter 21.45, "Special Development Standards".

Section 21.45.150 sets forth standards for "Outdoor service and repair of vehicles and equipment." The proposed project will not include any vehicle repair functions and all outdoor storage will be independent of any service or repair work.

Chapter 21.52.219 states that the following conditions shall apply to all commercial parking lots within nonresidential districts requiring a Conditional Use Permit:

I. The use shall be permitted only if no other reasonable alternative use of the site exists during the time period covered by the permit;

The most recent use on the project site was a golf driving range. Prior to the site's operation as a golf driving range, it was used as an oil brine water treatment facility for on and offsite oil production, as well as an oil well drilling site. The oil brine water treatment facility (established in the 1920s) included the pumping of oil brine to evaporation and treatment ponds (oil sumps), with the majority of the project site serving as a treatment sump. As a result of the treatment activities, water seepage into the subsurface below the sumps caused a sludge residue onsite. The site's oil well drilling activities commenced between the 1930s and 1980s, with thirteen oil wells being drilled (11 of which produced oil. The oil wells were abandoned between 1961 and 2014. Based on the site's previous activities and levels of soil contamination, it is very limited in the type of uses that would be deemed appropriate. The proposed R.V. parking lot (in conjunction with a self-storage

facility) is considered to be a low-intensity use that is appropriate based on the site's contamination, location, and proximity to a school, park, and residential uses.

J. The use and design of the site shall not disrupt, impede or negatively affect pedestrian circulation, traffic circulation or public transportation;

The project site consists of four contiguous vacant parcels, located directly to the north of the Interstate 405 Freeway and to the east of the Los Angeles River and 710 Freeway. It is also located just to the south and east of the Los Angeles County Metropolitan Transportation Authority (Metro) A-line light rail tracks. Access into the site is available through a single-entry point on Pacific Place/Ambeco Road which dead-ends into the site. Access to the 405 and 710 freeways are also taken from Pacific Place. Therefore, the entry into the project site is not pedestrian-compatible, regardless of project implications.

Traffic circulation is not anticipated to be impeded by the use of the site as the City of Long Beach Public Works Department has set forth several conditions of approval requiring dedications, roadway paving and improvements and general offsite upgrades. In accordance with the California Environment Quality Act (CEQA) and the CEQA Guidelines, an Initial Study / Mitigated Negative Declaration (IS/MND07-20) was prepared for this project. The IS/MND finds that traffic activity generated by the project will not result in significant effects to the environment.

K. The use and design of the site shall not disrupt, impede or negatively affect the concentration of high intensity activities; and

Due to the project site's isolated location and natural physical buffering, the use and design of the project is not expected to disrupt the concentration of high intensity activities. The site is bounded to the north and east by the Metro A-line light rail tracks, to the south by the 405 freeway and to the west by the 710 freeway and Los Angeles River. Neighboring uses include a public school, public park and residential neighborhood to the east of the site.

L. Attractive landscape buffering and screening shall be provided.

The proposed project includes perimeter landscaping (to the extent feasible) to buffer the surrounding area from the parking lot. Furthermore, the project site is naturally isolated and buffered due to its containment by the freeways, Los Angeles River, and Metro light rail tracks. Natural offsite landscaping that borders these physical constraints will act in conjunction with proposed onsite landscaping to maintain sufficient buffering and screening.

Chapter 21.52.219.7 states that the following conditions shall apply to all commercial storage/self-storage uses requiring a Conditional Use Permit:

M. Commercial storage/self-storage shall not be permitted or located in an existing business or office park.

The project site is not located in an existing business or office park.

N. Commercial storage/self-storage shall only be permitted with a conditional use permit if the site is impractical for industrial development due to such conditions as the shape or topography of the site, difficult vehicular access or close proximity to residential uses that would preclude industrial development uses.

The project site consists of a vacant dirt lot of four contiguous parcels, enveloped by the 405 freeway, the 710 freeway and Los Angeles River, and the Metro A-line light rail tracks. Access into the site is available from a singular entry point from Pacific Place, which dead-ends into the property. The site is also adjacent to a single-family residential neighborhood to the east. Intense industrial development uses such as manufacturing or trucking uses would not be appropriate at the project site, given its minimal vehicular access and proximity to residential uses.

O. Storage spaces shall not be used for manufacturing, retail or wholesale selling, office, other business or service use or human habitation.

Storage spaces will not be used for manufacturing, retail or wholesale selling, office, other business or service use or human habitation. The project includes accessory office space located on the third floor of the proposed building. Conditions of approval have been included to further enforce the prohibition of storage spaces being used for other purposes.

P. Prefabricated shipping containers shall not be allowed to be on sites located within one thousand feet (1,000') from any property zoned for residential use, unless located or screened so as to not be visible from a public street.

The project does not include the incorporation of any prefabricated shipping containers.

Q. Building and roof design. The building and roof shall be designed to be compatible with surrounding development, especially nearby residential uses. Considerations include design elements that break up long, monotonous building and rooflines and elements that are compatible with the desired character of the zone.

The project is designed in a modern architectural style, with tilt-up concrete walls as the primary building material. The proposed facility deviates from the typical architectural features seen in self-storage buildings. Although the widest facades of the building measure approximately 251 feet, the architecture incorporates forms and materials that effectively break up the large expanses of wall frontages and minimizes scale. This is accomplished with the incorporation of different offsets, varied roof heights and massing of forms, contrasting colors and a variety of patterns and high-quality building materials. Proposed materials include formliner concrete siding (which contains scorelines) with different patterns and etched imagery, polycarbonate panels, dual-pane glazing with blackened steel storefront system, art walls with murals, and swisspearl wooden panels. The project's architectural design has been reviewed by the Staff Site Plan Review Committee and found to be of the appropriate high quality that is expected of new developments within the Neo-Industrial PlaceType of the General Plan.

R. Building materials. The materials used for buildings, roofs, fences and other structures shall be compatible with the desired character of the zone and shall be visually pleasing, especially near residential uses.

Proposed materials include formliner concrete siding (which contains scorelines) with different patterns and etched imagery, polycarbonate panels, dual-pane glazing with blackened steel storefront system, art walls with murals, and swisspearl wooden panels. The project's architectural design has been reviewed by the Staff Site Plan Review Committee and found to be of the appropriate high quality that is expected of new developments within the Neo-Industrial PlaceType of the General Plan.

S. Street facades. The design and layout of the street side of the site shall provide a varied and interesting facade. Considerations include the use of setbacks, building placement, roof design, variations in building walls, fencing, other structural elements, and landscaping. Access doors to individual storage units shall be located within a building or shall be screened from adjacent property or public rights-of-way.

The project is designed in a modern architectural style, with tilt-up concrete walls as the primary building material. The proposed facility deviates from the typical architectural features seen in self-storage buildings. Although the widest facades of the building measure approximately 251 feet, the architecture incorporates forms and materials that effectively break up the large expanses of wall frontages and minimizes scale. This is accomplished with the incorporation of different offsets, varied roof heights and massing of forms, contrasting colors and a variety of patterns and high-quality building materials. The proposed building is located in the southeast portion of the site, just beyond its entry from Pacific Place. In addition to offering high-quality architecture at the site's entrance, the building placement also works to visually buffer the remainder of the site which consists predominantly of R.V. parking spaces. Access doors to individual storage units will be screened from adjacent properties and public rights-of-way.

- T. Landscaping. The landscaping on the site shall be abundant and shall provide an appropriate transition from public to private spaces, separate and buffer the buildings from other uses, and provide visual relief from stark, linear building walls.**

The proposed project includes perimeter landscaping (to the extent feasible) to buffer the surrounding area from the parking lot. Furthermore, the project site is naturally isolated and buffered due to its containment by the freeways, Los Angeles River, and Metro light rail tracks. Natural offsite landscaping that borders these physical constraints will act in conjunction with proposed onsite landscaping to maintain sufficient buffering and screening.

- U. Fencing. Any proposed fencing shall be designed to be compatible with the desired character of the area and is especially sensitive to abutting residential uses. Use of rolled razor wire is prohibited adjacent to residential zones.**

The project will incorporate black wrought iron fencing along the south and east sides of the building to control access onto the site. Rolled razor wire will not be used.

- V. Lighting. Exterior lighting shall not intrude on surrounding properties.**

The project site is bounded by the 405 freeway, the 710 freeway, the Los Angeles River and the Metro A-line light rail tracks. Exterior lighting is not expected to intrude on surrounding properties. As conditioned, the applicant will be required to provide lighting plans prior to the issuance of building permits, to the satisfaction of the Director of Development Services.

- W. Noise. The hours of operation and access to the storage units shall be limited to seven (7:00) a.m. to seven (7:00) p.m. Monday through Friday and nine (9:00) a.m. to five (5:00) p.m. on Saturday, Sunday and holidays. To further limit noise impacts, metal roll up doors shall be lubricated and maintained on a regular monthly basis.**

As conditioned, the hours of operation and access to the storage units shall be limited from 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday, Sunday and holidays.

- X. Security. Prior to the issuance of building permits, the project shall submit a security plan that will be subject to the review and approval of the Police Department.**

The applicant has provided a security plan that meets the satisfaction of the Site Plan Review Committee. Prior to the issuance of any building permits, the security plan will be given to the Police Department for review and approval.

Y. Loading. Provide adequate loading and unloading areas outside of fire lanes.

Although Title 21 of the Long Beach Municipal Code (LBMC) does not have specific loading requirements, the proposed project provides adequate ground-floor loading space around the building's perimeter, outside of fire lanes.

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

Per Section 21.45.400, for a new nonresidential building of 50,000 sq. ft. or more, the project will be required to meet the intent of LEED at the Certified level. This can be achieved either through registering the project with the US Green Building Council and obtaining LEED certification, or by providing a third-party certification that the project meets the requirements of the LEED Certified level. As the requirements of Section 21.45.400 are now implemented in Chapter 18.47 (Green Building Standards Code) of Title 18 (Long Beach Building Standards Code) of the LBMC, this will be a requirement for issuance of building permits for the project and will be enforced by the Building & Safety Bureau of the Department of Development Services.

STANDARDS VARIANCE FINDINGS

3701 Pacific Place

Application No. 2005-08 (SV20-006)

Date: December 17, 2020

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

The site is currently zoned for Light Industrial (IL) and has an area of approximately 13.95 acres among four contiguous parcels. It is bounded to the south by the 405 freeway, to the west by the 710 freeway and Los Angeles River, and to the north and west by the Los Angeles County Metropolitan Transportation Authority (Metro) A-line light rail tracks. The site's containment within the freeways, river and light rail tracks create a natural buffer from neighboring properties in each direction. Access to the site is available only through a single entry point from Pacific Place, which dead-ends into Ambeco Road (a cul-de-sac) and the subject site. The natural buffering of the site, in tandem with its limited vehicular access, results in an isolated property tucked away from surrounding activity.

The most recent active use on the site was a golf driving range which was discontinued in 2007. Prior to the site's operation as a golf driving range, uses included an oil brine water treatment facility for on and offsite oil production activities and oil well drilling. The oil brine water treatment facility was established in the 1920s and activities included the pumping of oil brine to oil sumps (evaporation and treatment ponds), with the majority of the project site serving as a treatment sump. As a result of the treatment activities, water seepage into the subsurface below the sumps caused a sludge residue onsite. Operations for the treatment facility were discontinued in the 1950s and fill soil was imported to the site in the 1970s. The site's oil well drilling activities took place between the 1930s and 1980s, with thirteen oil wells being drilled (11 of which produced oil). All of the oil wells were abandoned between 1961 and 2014.

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;

Strict compliance with the Zoning Regulations would cause the applicant to experience an unnecessary hardship inconsistent with the intent of the Zoning Regulations. The applicant proposes to construct and operate a 3-story self-storage facility with accessory office space, recreational vehicle (R.V.) parking and a car wash. The self-storage facility will be approximately 152,745 square feet and

have 1,132 self-storage units. The accessory office space will have an area of approximately 6,200 square feet and be located on the 3rd floor of the building. The majority of the site will be devoted to the R.V. parking lot which will have a total of 578 parking stalls.

Due to the heavy contamination on the site, it is limited in the type of development and active uses that are appropriate, creating a hardship. As proposed by the applicant, the self-storage facility with accessory office space, R.V. parking and car wash is among the most appropriate uses to operate at the project site. Per Section 21.33.080 of the Long Beach Municipal Code (LBMC), self-storage facilities and exterior parking lots as a business use are prohibited within the IL zoning district.

In order to allow the establishment of the proposed uses, the project requires a Zone Change, subject to the approval by the City Council, upon the recommendation of the Planning Commission. Staff has determined that the Commercial Storage (CS) district is the most appropriate zone to support the establishment of the self-storage facility and R.V. parking lot, while also ensuring that the site is safeguarded from inappropriate more intense, industrial uses. Given the size, scale, and location of the project site, the applicant is proposing a building height of 43'-11" at its highest point, with rooftop architectural features. Pursuant to Section 21.32.210 of the LBMC, the maximum building height in the CS zoning district is 28'-0" which is a restrictive height for the contemporary operations of self-storage uses.

However, the Land Use Element of the 2019 General Plan allows a maximum building height of 40'-0" for the subject property. While certain portions of the proposed building reach heights of 43'-11" and 42'-10", the majority of the building facades are set to 38'-4". The portions of the building that are set to 43'-11" and 42'-10" are from architectural design features (polycarbonate panels), incorporated to enhance the aesthetic qualities and vary the otherwise flat roof plane. The hardship of complying with the height standards of the CS zoning district correlates to the hardship of the limited type of development appropriate for the project site.

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

The variance will not cause substantial adverse effects on the community. The project site is isolated from surrounding land uses due to its limited access along a small road and its location amid the 405 and 710 freeways, the Los Angeles River and the Metro light rail track. Based on this location and natural buffering, by existing infrastructure, allowing a building height of 43'-11" is not expected to cause substantial adverse effects on the community. The most sensitive uses in the immediate area are located to the east of the project site and include a public

school and single-family residential community. Both land uses are completely buffered and screened from the project site. The 43'-11" building height will not block any significant views or create any issues with shade and shadows.

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

The project site is not located within the Coastal Zone.

LOT MERGER FINDINGS
3701 Pacific Place
Application No. 2005-08 (LMG20-009)
December 17, 2020

Pursuant to Section 20.228.030 of the Long Beach Municipal Code (Title 20, Subdivision Ordinance), Lot Mergers shall be required if the Zoning Administrator, at a public hearing, makes any of the following findings:

- 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 subject site is made up of four parcels with the following sizes:

- 7140-014-019 – 9.75 acres (433,487 square feet)
- 7140-014-032 – 2.96 acres (129,401 square feet)
- 7140-014-033 – 0.98 acres (42,152 square feet)
- 7140-014-025 – 0.26 acres (11,313 square feet)

Although this project includes a request for a Zone Change to the Commercial Storage (CS) district, the project site has a current zoning designation of Light Industrial (IL). The minimum lot size for a property with the IL zone is 15,000 square feet. Therefore, one of the four parcels that comprise the subject site does not meet the minimum lot size standards of Section 21.33.110 of the Long Beach Municipal Code (LBMC). The project site is currently vacant and is not developed with any buildings.

- 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.**

Although the project site is currently vacant, a single project is proposed for future development on all of the parcels that make up the site. This proposal includes a 3-story, 152,745-square-foot self-storage facility with 6,200 square feet of accessory office space, a recreational vehicle (R.V.) parking lot with 578 R.V. parking spaces, a 2,153-square-foot car wash structure and 44 standard parking spaces. If one of the undeveloped parcels or lots were sold separately from this project site, this would result in a reduction of required parking, and would create nonconforming building setbacks, violating the development standards specified for both the CS and IL zoning districts by the Zoning Regulations.