SITE PLAN REVIEW FINDINGS
5910 CHERRY AVENUE
APPLICATION NUMBER 2207-30 (SPR 21-078)
October 6, 2022

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 in the record of proceedings:

1. THE DEISGN IS HARMINOUS, CONSISTENT AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DEISGN, CHARACTER, AND SCALE WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IS LOCATED:

The Applicant proposes to build a single 303,972-square-foot concrete, tilt-up industrial building which will replace a more than 50-year-old single-story office building and several out-buildings. The proposed 51-foot-high building will include 9,000 square feet of office area on a 14.16-acre lot with 338 at-grade parking stalls, 44 overhead dock doors and approximately 60,981 square feet of landscaping throughout the site.

The proposed building is generally sited toward the northern property line with at-grade vehicular and truck parking stalls along the west, south, and east elevations. The project architecture is of higher quality than the buildings within the surrounding area. It is well-planned and has consistent themes and treatments. High quality materials are used throughout the building. There are two corner treatments at the northwest and southwest (main entrance to the building) corners adjacent to Cherry Avenue. Additionally, pop outs and architectural treatment is proposed along the north elevation which is visible to those traveling southbound on Cherry Avenue. These corner treatments include a variety of materials, glass, mullions to break up the windows and concrete panels. The building consists of a rectilinear form with a flat roof, accented by strong horizontal elements and alternating void spaces filled with landscaping. This level of design quality and architectural expression is consistent with what one traditionally expects from industrial buildings.

The project site is located in the IG, general Industrial Zoning District and has a consistent General Plan Land Use PlaceType of NI, Neo-Industrial.

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 DEISGN

GUIDELINES, PD GUIDELINES OR THE GENERAL PLAN.

Currently the site is located within the IG, General Industrial zoning district, which does not have specific design guidelines for the development of industrial buildings. The building is sited generally west of center of the 14.16- acre lot surrounded by landscaping and parking along the west, landscaping and drive aisle to the north, parking to the east, and parking and truck maneuvering area to the south. The south elevation which faces the rear of a former grocery store, Cube Smart Self Storage and the side elevation of a County Animal Control building contains the 44 overhead truck doors, 21 passenger vehicle doors and 77 passenger vehicle parking stalls away from direct view of the public right-of-way.

However, the project design, as discussed above, consists of high-quality architecture and materials choices, typical for new industrial buildings in Long Beach. The finish, texture, and color of the design is compatible with the chosen materials across the building. The massing is appropriately scaled and shows up to 51 feet in height which is appropriate for a project on a 14.16-acre site, does not over-shadow the nearby residential uses located across Cherry Avenue to the west of the subject site and is compatible with the nearby industrial building to the north along Artesia Boulevard.

The site is located within General Plan Land Use PlaceType Neo-Industrial (NI/65ft), which allows for industrial type uses with a maximum height of 65 feet. This PlaceType intends for a strong industrial employment component to the City's economic base by accommodating a diverse range of businesses that employ many different processes. Furthermore, the applicant has designed the site to facilitate alternative parking layouts to provide additional parking that would support re-purposing the building into a different use or combination of uses in the future.

Additionally, staff has required technical studies for the proposed project, relating to traffic, air quality, health (mobile and human), Greenhouse Gas and noise. As a result of the review of the technical studies, conditions of approval have been included which would improve the project, and the surrounding area which ensure conformance with the City's General Plan goals and policies. Some of the conditions include, addressing noise generation during construction and operation, prescribing measures for soil management and fugitive dust containment, and continuation of remedial activities on the site so it does not pose a threat to human health or groundwater.

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

The project proposal proposes to clear and vacate the entire site of all building and landscaping and has prepared a cohesive themed planting plan which more than triples the number of trees throughout the site. Approximately 127 trees are proposed with sizes ranging between 24-inch to 36-inch box in size. The 36-inch box size (7-trees), statement trees will be planted along the Cherry Avenue elevation and setback, planters within the Cherry Avenue parking area, and at the drive approaches. The

remaining 120, 24-inch, box trees will be located not only along the setback area between the sidewalk and the parking area, but also in a landscaped planter adjacent to the northern property line, visible from vehicles traveling southbound on Cherry Avenue. A landscape planter will also extend along the entirety of the southern property line because this area is within a Southern California Edison Easement, only smaller low-lying shrubs are proposed in this planter. The existing trees will be removed and replaced with a denser and more cohesively themed landscaping plan around and throughout the project site. Furthermore, those trees planted adjacent to the proposed building along the north and east elevations are conditioned to be of a size and specie that will screen and soften the view of the concrete, tilt-up 48-foot-high structure. Any project design that attempted to preserve these existing trees around the perimeter of the site, would result in a lower-quality site plan and landscaping and configuration, would be less beneficial to the community and would not screen/soften the proposed street side elevations of the proposed building.

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

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 improvements include construction of full Americans with Disabilities Act (ADA) sidewalk, curb, and intersection improvements adjacent to the project, reconstruction of sidewalk, curb, and gutter on Cherry Avenue. A controlled, mid-block pedestrian crosswalk is also proposed about Hungerford Avenue which will allow pedestrians from the west side of Cherry Avenue to safely cross the street and reach the northbound Cherry Avenue Long Beach Transit bus stop. All of these public improvements are necessary and required to offset the proposed project's impacts from increased use of the public facilities and infrastructure surround that project site that will result from project construction and operation.

5. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT) WIHCI 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 nonresidential projects subject to an EIR		

Since the project contains greater than 100,000 square feet of non-residential building area (the proposed building contains 303,972 square feet of floor area), the requirements in the Transportation Demand Management Ordinance (far-right column in the above table) will apply and are incorporated as a condition of approval.

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

Since the project is a nonresidential building containing greater than 50,000 square feet in floor area, pursuant to Section 21.45.400 (Green Building Standards for Public and Private Development) said development shall meet the intent of LEED at the certified level and has been conditioned to ensure compliance.

7. THE PROJECT IS IN COMPLIANCE WITH THE HOUSING REPLACEMENT REQUIREMENTS OF SECTION 21.11.050 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 THE APPLICABLE TENANT PROTECTIONS OF THE LONG BEACH MUNICIPAL CODE WILL BE MET.

The existing use of the property is not residential, nor is the proposed project a residential project. Furthermore, the subject property is not included on the City's Housing Element Site Inventory listing for future residential projects. Therefore, this Finding does not apply.