

SITE PLAN REVIEW FINDINGS

450 The Promenade North, 501-599 Long Beach Blvd.

APNs: 7280-005-051, 7280-005-025

Application No. 2205-32, SPR22-060

January 19, 2023 (Planning Commission)

Pursuant to Section 21.25.506 of the Zoning Ordinance, the Site Plan Review Committee or the Planning Commission shall not approve a Site Plan Review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings.

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 applicant proposes to develop three eight-story residential apartment buildings totaling 900 dwelling units, with ground-floor commercial space and a standalone retail pavilion, on an approximately 5.5-acre site within the Downtown Plan. The proposed project includes the complete demolition of on-site improvements, removing all 197,513 square feet of existing commercial and retail uses in two buildings. The project will then develop one 8-story mixed-use building (Building B) on the southern portion of the site and two 8-story buildings (one mixed-use building (Building C1) and one residential building (Building C2)) on the northern portion of the site, and a standalone retail pavilion on the northern portion of the site (see plans in project file no. 2205-32 for more details).

Each of the three buildings includes a residential garage with three levels of above-grade parking as well as bicycle storage areas located on the ground floor, with air conditioning units, boiler rooms, and space for future solar panels on the roof of each of the buildings. The project includes 31,195 square feet of common indoor open space, 62,027 square feet of common outdoor open space, and 29,747 square feet of private open space, including 451 units with private balconies, and 181 individual residential storage units for residents, located in the parking structures. Additionally, the proposed project will develop 38,405 square feet of leasable commercial/retail space, including a 2,405 square-foot, one-story-plus-mezzanine retail pavilion on the north side of 5th Street at the intersection with The Promenade North, separate from the three eight-story buildings. A new pedestrian paseo on the project site's property will connect 5th Street and 6th Street on the west side of Buildings C1 and C2, abutting the City parking structure to the west.

The project includes off-site improvements on The Promenade North, Long Beach Boulevard, the north side of 4th Street from The Promenade North to Long Beach Boulevard, and 5th and 6th Streets from The Promenade North to Long Beach Boulevard. Off-site improvements include closure of The Promenade North between 4th Street and 5th Street for pedestrian access only, outdoor seating areas, crosswalks designed with art graphics, outdoor café dining, outdoor worktables, new street trees

and plantings, a fire lane, retractable bollards, sidewalk improvements, a security gate, street parallel parking spaces, a dog run, gardens, a pedestrian trail, a playscape, a flex lawn, and potential pocket parks/parklets.

The project is harmonious, complete, and consistent within itself. The buildings are designed in a contemporary architectural style with traditional design elements and themes. Materials include cast-in-place concrete walls, aluminum panels, steel panels, brick veneer, perforated metal panels, aluminum lattice, clear and spandrel glazing, and areas of stucco on upper floors. The buildings express a consistent and coherent architectural concept and theme and serve to create a well-designed “streetwall” that enhances the urban fabric. The three buildings share a complementary and harmonious style and are consistent with the general trend of high-quality architecture and development in large projects in downtown Long Beach.

The site configuration is well-planned, with adequate vehicular circulation and many elements that enhance the pedestrian-friendliness of the development and surrounding area. One major element is the proposed through-block paseo between 5th Street and 6th Street, which will be a major improvement to the current situation on 6th Street, which currently consists of a block-long impenetrable building wall from Pine Avenue to Long Beach Blvd. The closure of The Promenade North between 4th Street and 5th Street also functions well to enhance the pedestrian activation of the area while providing traffic calming.

The site’s immediate surroundings include commercial, and restaurant uses across 6th Street to the north, the 5th Street Metro A Line (formerly the Blue Line) light rail station on Long Beach Boulevard to the east, and a commercial shopping center and multi-story residential buildings to the east beyond. West of The Promenade North and south of 5th Street, the site is bounded by a four-story apartment building at the intersection of 5th Street and The Promenade, and retail/commercial uses further south, with a large above-grade City-owned parking structure to the west, and mixed-use ground floor commercial with residential above on Pine Avenue further west of the parking structure. North of 5th Street, the site is bounded by another City-owned above-grade parking structure. More restaurant and retail uses are located across 4th Street to the south of the site. The project site currently contains various retail and restaurant operations within two large one-story commercial buildings.

The project is compatible in design, character, and scale with the surrounding uses. The project site is a portion of the CityPlace shopping center, which was originally an indoor mall and later transitioned to an outdoor mall, and consists of large buildings on large blocks, bounded by the wide Long Beach Boulevard right-of-way on the east, and large City-owned above-grade parking structures on the west. The proposed buildings will significantly enhance the character of the site and its surroundings without being out of scale or out of context. Consisting of eight-story mid-rise construction, the buildings’ volume and massing is well within the type of development contemplated and encouraged by the Downtown Plan. Likewise, the design, character, and scale of the project is consistent with the DT (Downtown) PlaceType

of the General Plan Land Use Element, and the density and size of development allowed by the General Plan.

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:

Several different sets of design guidelines apply to this project in a complementary fashion. These are the General Plan Land Use Element (LUE), the General Plan Urban Design Element (UDE), and the Downtown Plan Planned Development District (PD-30).

General Plan Land Use Element: The project site is located in the Downtown (DT) PlaceType of the LUE, which specifies the fundamental scale and form of development as well as basic design requirements (pp. 101–104, LUE). The DT PlaceType specifies that a mix of land uses, and housing types is encouraged, with a focus on providing active ground-floor shops, restaurants and cafes. The LUE goes on to state that The Downtown PlaceType promotes a highly-urbanized core featuring compact development composed of a mix of compatible uses, building types and styles. Density must be balanced with open space, and new developments must preserve light, air circulation, views and privacy.

The basic development type and site plan are consistent with the DT PlaceType, providing a mix of land uses consisting of residential, ground floor commercial, and parking with active uses on the ground floor (commercial retail, cafes, and residential lobby and amenity spaces). The project also contributes to continuation of the development of a highly-urbanized core in Downtown Long Beach, adding 900 dwelling units in three eight-story mid-rise buildings. Aside from adding badly-needed residential units to the housing supply, concentration of additional density in this area will provide for increased efficiency and quality of life and reduce automobile commuting and driving. The project also balances this density with considerably more open space and amenity space than is required by the Downtown Plan. Project buildings also are appropriately designed and sited to preserve light, air, circulation, views, and privacy among the project buildings and neighboring uses.

General Plan Urban Design Element: The UDE specifies additional design standards for the Downtown PlaceType (pp. 58–59, UDE). These include the following strategies:

- **Policy UD 27-1:** *Promote the importance of the transitions between uses and developments in the Downtown PlaceType, given the small block sizes and mix of different uses.* The project is located on a development site consisting of two large blocks, and transitions are less of a concern in this context than for a project of similar density and height on a mixed block with existing uses.

Regardless, the project's edges make good transitions into the urban fabric on the project boundaries, which have a different context on each side, consisting of wide Long Beach Blvd. and a large shopping center to the east, 6th Street and a mix of commercial and restaurant uses to the north, an imposing City-owned parking structure to the west, and a pedestrian shopping environment with retail stores built to the sidewalk on 4th Street to the south. The project faces each of these edges with an appropriate context that enhances the pedestrian and built environment without overwhelming or turning its back on neighboring uses.

- **Policy UD 27-2:** *Apply the development standards and guidelines prescribed in the Downtown Plan.* The project complies with the development standards and design guidelines of the Downtown Plan (PD-30). This is discussed later in this finding response, below.
- **Policy UD 27-3:** *Establish sustainable streetscape design as a norm for this PlaceType.* The project makes significant enhancements to the pedestrian environment (see project plans in file no. 2205-32) and will further normalize pedestrian-oriented streetscapes accessible to multiple forms of non-automobile-oriented transit within the Downtown Area. Also of note is a new pedestrian paseo between 5th and 6th Street to the west of Buildings C1 and C2, which will act to create a break in the “super block” on the south side of 6th Street, which currently consists of a continuous building wall from Pine Ave. to Long Beach Blvd. Further, the closure of The Promenade North to vehicular traffic between 4th St. and 5th St. will create a fully pedestrian environment on this street segment.
- **Policy UD 27-4:** *Enhance streetscapes and building elements to promote significant pedestrian activity by providing well-articulated building facades with quality building materials and workmanship and featuring high-quality street furnishings and design.* Similar to the above response, the project makes significant enhancements to the pedestrian realm, both in the public right-of-way and in the selections of building materials and overall design concept to create a pedestrian-focused development rather than an automobile-focused one. The project will create significantly more opportunities for pedestrian activity and for a lifestyle that is not automobile-focused for everyday activities and short trips to shops and restaurants, leveraging both existing nearby pedestrian-friendly uses, and the design of the project itself.
- **Policy UD 27-5:** *Establish a bustling urban environment that will allow pedestrians to feel comfortable and welcome.* The project meets this design guideline; see above two responses.

The project's consistency with the General Plan is further discussed in the General Plan Consistency Table at the end of this findings document.

Downtown Plan Planned Development District (PD-30) Design Guidelines: The Downtown Plan specifies overall design standards (pp. 57–71, PD-30) and specific standards by building type, in this case Mid-Rise (pp. 78–81, PD-30):

The overall standards focus address block structure, massing, streetwall design and the design of setbacks, and pedestrian-oriented uses:

- **Block Structure.** The Downtown Plan requires the use of paseos and other pedestrian-friendly features to break up the massing of full downtown blocks and provide environments that are permeable to pedestrian activity. The project meets these standards as discussed above, through its use of a pedestrian paseo to reconnect 5th St. and 6th St., through pedestrian-oriented design and active ground floor uses around the perimeter of all project buildings, and through the closure of The Promenade North between 4th St. and 5th St. to vehicular traffic to allow for a fully pedestrian environment on that street segment.
- **Massing.** The Downtown Plan requires large projects to be designed as a group of appropriately-scaled buildings to avoid long blocks without a break, and requires quarter, half, and full-block developments to follow the building-specific guidelines. The project complies with the requirement to be designed as a group of appropriately-scaled buildings, as the two half-block buildings on the larger northern portion of the project site (Buildings C1 and C2) are split and clearly articulated as two buildings. Further architectural articulation in plane, form, and massing clearly separates the two buildings on this block in compliance with this standard (see plans in project file no. 2205-32). Likewise, the full-block building on the smaller lot (Building B) also makes use of extensive architectural articulation to avoid the appearance of a single large building, and the proposed design reads as a series of elements grouped together, rather than a single monolithic apartment complex.
- **Streetwall Design, and Design of Setbacks.** The Downtown Plan focuses on the creation of a “public room of the street” through the construction of streetwalls with minimum heights specified for four different downtown streets, and the usage of minimal setbacks to bring buildings close to the street edge. The standard for Long Beach Blvd. is applicable to this project and requires a six-story streetwall for 75 percent of the public street frontage to promote a cohesive block face and appropriate density on downtown’s most important transit street. The project complies with the intent of this requirement using the building materials and architectural choices previously discussed (see plans in project file no. 2205-32). The Site Plan Review Committee adjusted the percentage of required frontage of six-story streetwall, allowing less than 75 percent at six stories, in consideration of the proposed building articulation and activation of the street corner at 5th Street and Long Beach Blvd. by locating the amenity deck of Building C2 on the third level at this corner (the Downtown Plan grants the Site Plan Review Committee the authority to consider and

approve waivers to these types of standards). The result was found to further the goals and objectives of the Downtown Plan. Additional standards pertaining to ground-level building design, and setbacks and landscaping design, also are met.

- **Pedestrian-Oriented Uses.** The Downtown Plan requires ground-floor pedestrian-oriented uses and building design that creates a pedestrian-friendly ground-floor environment. The project includes active street-level uses as specified in the plan, as well as transparent windows, entrances facing the street, and a minimum ground floor height. The project complies with these standards of the Downtown Plan and furthers the goals and objectives of the Downtown Plan through the project's design.

No other special design guidelines adopted by Planning Commission or Specific Plan applies.

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

Positive Finding:

Existing trees on site consist of common urban decorative landscape trees, including a group of date palms at the north side of the 5th St. and The Promenade North intersection. While there are mature trees on site, none are significant in terms of species, history, visual appeal, or habitat. Conditions of approval will require any trees that do not interfere with the site plan to be protected in place and maintained to be kept; however, this is unlikely to be feasible as the on-site trees interfere with the site plan layout of the proposed development. As all bird species potentially nesting in any trees are protected from nest disturbance by the federal Migratory Bird Treaty Act and the California Fish and Game Code, a condition of approval will require all tree removal to occur outside the nesting season, or within three days of a properly-prepared nesting bird survey that finds no active nesting activity on-site and under the supervision of a qualified biological monitor.

New street trees will be provided at not less than one per 25 linear feet of street frontage on all street frontages adjacent to the project site. Any dead or dying street trees also will be replaced. These requirements will be enforced through conditions of approval (see conditions in the project file).

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:

The developer is required to make public improvements per Chapter 21.47 and per the Technical Advisory Committee (TAC) comments submitted to the Planning Bureau by the Public Works Department, as detailed in the Public Works TAC memorandum dated August 4, 2022 (see memorandum in project file).

There is an essential nexus between all of the required improvements and the likely impacts of the proposed project. This nexus is created by the size and scale of the proposed development as compared to the existing infrastructure. The impacts of the development are created by the construction of 900 new residential dwelling units, and the associated construction traffic followed by operation traffic, as well as vehicular, bicycle, and pedestrian trips generated by the project (see Traffic Impact Analysis prepared for EIR Addendum in project file), which trips will be added to the surrounding circulation infrastructure. The added trips resulting from the project would not be adequately accommodated by existing street configurations and sidewalks, and the required improvements are reasonably necessary for the practical functioning of the project and surrounding neighborhoods and public rights-of-way as a result of the project. All the above-listed improvements are necessary either for traffic/cyclist/pedestrian safety, or necessary to the circulation system’s capacity to accommodate the added trips resulting from the project, or both.

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

**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 project is a residential project that is subject to the Downtown Plan Program EIR (see EIR Addendum in project file). It has been submitted for transit review to

Long Beach Transit and the Los Angeles County Metropolitan Transit Authority (Metro). LBT and Metro have recommended typical TDM measures of transportation information available to tenants but have not recommended any changes or improvements to bus or rail service or stops as a result of the project.

Additionally, conditions of approval will require the developer to provide all of the other TDM measures in the table above to the greatest extent feasible, as appropriate for residential development, but these improvements are not required per Table 25-1 and Chapter 21.64.

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

Positive Finding:

The project is subject to compliance with the Green Building requirements of Section 21.45.400. These requirements will be met through a combination of compliance with the Title 24 building code requirements, and CalGreen building code requirements, which are locally adopted into the Long Beach Building Code. Conditions of approval will require the development to achieve a project-wide (unit/building-averaged) attainment of LEED Certified rating or equivalent, as required by Section 21.45.400.

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 APPLICABLE TENANT PROTECTIONS OF THE LONG BEACH MUNICIPAL CODE WILL BE MET.

Not Applicable:

No existing residential dwelling units are present on the project site and this finding is not applicable.

VESTING TENTATIVE PARCEL MAP FINDINGS

450 The Promenade North, 501-599 Long Beach Blvd.

APNs: 7280-005-051, 7280-005-025

Application No. 2205-32, VTTM20-002

January 19, 2023 (Planning Commission)

Pursuant to Section 20.12.100 of the Long Beach Municipal Code, a Tentative Map approval can be granted only when positive findings are made consistent with the following criteria set forth in the Subdivision Ordinance. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings.

THE PLANNING COMMISSION SHALL APPROVE A TENTATIVE MAP IF THE MAP COMPLIES WITH STATE AND LOCAL REGULATIONS AND IF ALL OF THE FOLLOWING FINDINGS ARE MADE:

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

This response will discuss how both the proposed map (Finding #1) and the design or improvements of the proposed subdivision (Finding #2) are consistent with the General Plan since there is significant overlap in the responses to Findings #1 and #2.

Positive Finding: The applicant requests approval of a Vesting Tentative Parcel Map to subdivide the parcel on which Buildings C1 and C2 will be located. The parcel will be subdivided from one 170,736-square foot lot into two lots of 101,724 sq. ft. (2.34-acre) and 68,712 sq. ft. (1.58-acre), to provide a separate lot for each building. Building B will be located on a single existing parcel, which is not part of the requested subdivision.

The proposed Tentative Map and site design and improvements are subject to conformance with several elements of the General Plan. These include the Housing Element, Land Use Element, Mobility Element, and Urban Design Element. The compliance of the proposed map, and the design and improvements of the proposed subdivision, with the policies of each of these General Plan elements is discussed in the General Plan Consistency Table at the end of this findings document. Only applicable policies from each General Plan element have been included in this discussion, and non-applicable policies have been omitted. This General Plan compliance table also is referenced in other finding responses for this project.

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

Positive Finding: See response to Finding #1, which also discusses how the design or improvement of the proposed subdivision is consistent with the General Plan since there is significant overlap in the responses to Findings #1 and #2. No Specific Plan applies to the project site.

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

Positive Finding: The site is physically suitable for the type of development proposed, which consists of three eight-story residential apartment buildings totaling 900 dwelling units, with ground-floor commercial space and a standalone retail pavilion, on an approximately 5.5-acre site within the Downtown Plan. The proposed project includes the complete demolition of on-site improvements, removing all 197,513 square feet of existing commercial and retail uses in two buildings. The project will then develop one 8-story mixed-use building (Building B) on the southern portion of the site and two 8-story buildings (one mixed-use building (Building C1) and one residential building (Building C2)) on the northern portion of the site, and a standalone retail pavilion on the northern portion of the site (see plans in project file no. 2205-32 for more details).

The size and scale of the development is consistent with development allowed and anticipated by the Downtown Plan Planned Development District (PD-30), which is the controlling zoning document for the project site, and the General Plan. Development of significantly greater size and intensity on this site also could be consistent with the Downtown Plan and the General Plan. The site is adequately served by utilities, emergency services, and the transportation network, and is physically suitable for this type of dense urban development in a downtown environment.

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

Positive Finding: The site is physically suitable for the proposed density of development, which consists of three eight-story residential apartment buildings totaling 900 dwelling units, as further detailed in the finding above. The gross density of the entire site is 229.6 du/ac. The General Plan Land Use Element specifies that the Downtown (DT) PlaceType is appropriate for this type of development, stating “As a magnet for investment, office and residential towers and civic institutions, downtown will always be planned for more development activity and intensity than the City’s other neighborhoods,” and further adds, “The Downtown PlaceType promotes a highly-urbanized core featuring compact

development composed of a mix of compatible uses, building types and styles.”
No maximum density, building intensity, or building scale is specified in the DT PlaceType of the LUE. However, the Downtown Plan Planned Development District (PD-30) is the zoning document for the project site, and the project complies with the size, height, intensity, and other development standards of PD-30, which implements the DT PlaceType.

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

Positive Finding: The site is located in a fully urbanized setting on the site of an existing retail commercial building consisting of 197,513 square feet of existing commercial and retail uses in two one-story buildings. No fish or wildlife habitat is present on the site. Existing trees on site consist of common urban decorative landscape trees, including a group of date palms at the north side of the 5th St. and The Promenade North intersection. Conditions of approval will require any trees that do not interfere with the site plan to be protected in place and maintained to be kept; however, this is unlikely to be feasible as the on-site trees interfere with the site plan layout of the proposed development. As all bird species potentially nesting in any trees are protected from nest disturbance by the federal Migratory Bird Treaty Act and the California Fish and Game Code, a condition of approval will require all tree removal to occur outside the nesting season, or within three days of a properly-prepared nesting bird survey that finds no active nesting activity on-site and under the supervision of a qualified biological monitor.

The development also is subject to the Downtown Plan Program EIR’s Mitigation Monitoring and Reporting Program (MMRP) (see EIR Addendum in project file). The MMRP is designed to ensure compliance with adopted mitigation measures during both construction and operation phases of the project. For each mitigation measure, specifications are made in the MMRP that identify the action required and the monitoring that must occur. The party responsible for verifying compliance with individual mitigation measures is identified in the MMRP as well. Accordingly, through adherence to standard regulatory compliance and the MMRP during the permitting and construction process, the design of the subdivision and the proposed improvements will not cause substantial environmental damage and avoidable injury to fish and wildlife or their habitat.

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

Positive Finding: The subdivision will take place on an existing 3.91-acre lot, which is the northern portion of the development site; the southern 1.58-acre portion is not included in the subdivision request (see project file for site plan and project details). The impact of the project upon the environment, with its residential and commercial/retail uses, will not cause any serious public health or safety problems. Likewise, the design of the proposed subdivision complies with the Subdivision Regulations and is not designed in such a way that would result in serious public health or safety problems, either for the surrounding land uses or the site users. Primary vehicular access is provided from Long Beach Blvd. for Buildings B and C1, while Building C2 takes drive access from 6th St. Pedestrian access, and emergency vehicle access, is provided via 6th St., Long Beach Blvd. 5th St., The Promenade North, and 4th St., which make up the majority of the site perimeter. As such, the design of the subdivision is not likely to cause serious public health or safety problems.

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

Positive Finding: The proposed Vesting Tentative Parcel Map has been reviewed by the Department of Public Works, and will be corrected and conditioned as necessary to ensure that the subdivision and its improvements do not conflict with any easements acquired by the public at large for access through or use of the property that is subject of this request (see conditions of approval in project file). The existing private streets within the City Place development, consisting of The Promenade North between 4th St. and 5th St., and 5th St. between Pine Ave. and Long Beach Blvd. will be dedicated to the City. This dedication was guaranteed through an Irrevocable Offer to Dedicate (IOD) executed by the applicant's predecessors when the CityPlace development was approved decades ago; the City will now exercise this IOD in conjunction with this development to require dedication of the streets from curblineline to curblineline. Sidewalks and parkways between curblineline and property line will remain privately owned to allow greater flexibility for maintenance and programming, such as sidewalk dining. Public access to the privately-owned sidewalks and parkways will be guaranteed through the appropriate instrument(s) to the satisfaction of the Director of Public Works, as required by conditions of approval.

FINDINGS

General Plan Consistency Table

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Application No. 2205-32, SPR22-060, VTTM20-002

January 19, 2023 (Planning Commission)

POLICY NUMBER	HOUSING (HE)/ LAND USE (LU)/ MOBILITY (MOP)/ URBAN DESIGN (UD) ELEMENT POLICIES	FINDING
Housing Element Policies		
HE 1.3	Achieve a balance of rental and homeownership opportunities, including apartments, townhomes, condominiums, single-family houses, and accessory dwelling units, micro-units and alternative housing options to accommodate the housing needs of all socioeconomic segments of the community, including large families.	The project will be developed as for-rent units, providing greater opportunities for renters within the downtown area, including a greater mix of unit types. Six percent (54 units) of the 900 dwelling units are required to be provided as affordable housing units at the Very Low area median income level. The project contributes to meeting a range of housing needs with both market rate units and affordable units included in a single development.
HE 1.5	Encourage new high-quality rental and ownership housing through the implementation of objective design standards, and architectural and green building standards in alignment with the Urban Design Element of the General Plan.	The project will create opportunities for rentals in a new, high-quality development of 900 dwelling units. The project will be compliant with objective design standards and green building standards.
HE 1.7	Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts in alignment with the City's Climate Action and Adaptation Plan (CAAP) to minimize carbon emissions by focusing new housing near transit and jobs.	The project is located in the heart of downtown and is immediately adjacent to the Metro A Line 5 th Street station. The project infills a significantly underperforming and underutilized retail site and will include ground-floor commercial uses to encourage more walking and alternative transportation, and less driving of personal automobiles.
HE 1.11	Utilize inclusionary housing and enhanced density bonuses that expand upon the density bonus and development standard concessions and incentives offered as tools to facilitate the development of more affordable housing, with a mix of affordability levels within mixed-income housing.	The project is subject to the inclusionary housing ordinance and must provide 6% (54 units) of the 900-unit total as affordable units at the Very Low Area Median Income (AMI) level.

POLICY NUMBER	HOUSING (HE)/ LAND USE (LU)/ MOBILITY (MOP)/ URBAN DESIGN (UD) ELEMENT POLICIES	FINDING
Land Use Element Policies		
LU 1-1	Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.	The project uses land efficiently at a moderate du/ac density with a mixture of unit and housing types and provides opportunities for walking to adjacent transit and amenities.
LU 1-2	Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.	The project will create 900 units at approximately 229.6 du/ac within the downtown area immediately adjacent to the Metro A Line 5 th Street station transit stop.
LU 1-3	Require sustainable design strategies to be integrated into public and private development projects.	The project will be required to comply with the Green Building Standards specified in Section 21.45.400 of the Zoning Regulations.
LU 1-7	Encourage neighborhood-serving retail, employment and entertainment destinations in new mixed-use projects to create local, walkable daily trip destinations.	The project will provide approximately 38,000 sq. ft. of ground-floor retail space serving the project’s residential population and nearby residents, as well as providing service sector employment.
LU 6-9	Encourage the redevelopment of parcels with poor land utilization such as single-use commercial structures on parcels over 5,000 square feet.	The project will redevelop a poorly-performing and poorly-utilized shopping center in two one-story commercial buildings totaling 197,513 sq. ft., which will be removed as part of this project.
LU 7-6	Promote transit-oriented development around passenger rail stations and along major transit corridors.	This project will add 900 dwelling units immediately adjacent to the Metro A Line 5 th Street station.
LU 7-7	Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.	The project meets these objectives as previously described in these findings.
LU 7-9	Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.	The project will infill/reuse an underperforming site and is located downtown on a major transit corridor as previously described in these findings.

Findings – General Plan Consistency Table

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POLICY NUMBER	HOUSING (HE)/ LAND USE (LU)/ MOBILITY (MOP)/ URBAN DESIGN (UD) ELEMENT POLICIES	FINDING
LU 12-1	Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs.	The project will include a variety of unit types and plans to meet the needs of various household sizes and economic levels within the new 900 residential unit development.
LU 13-1	Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.	The project will provide a variety of housing types at both market and affordable levels, and will not concentrate below-market-rate housing in an underserved or low-income neighborhood.
LU 14-4	Establish livable communities across all neighborhoods that encourage walking, bicycling, using public transit and exercising outdoors, and that provide for economic and social opportunities for all community members.	The project will establish a livable community that encourages walking, bicycling, use of transit, and exercising, through its pedestrian connections, its proximity to the Metro A Line 5 th Street station, and its location within the greater downtown area.
LU 16-8	Require an acoustical analysis prior to project approval for projects subject to CEQA review, for all noise sensitive projects located in an area with noise levels greater than 60 dBA CNEL. All new residential land uses shall be designed to maintain a standard of 45 dBA CNEL or less in building interiors, consistent with the General Plan. Noise reduction measures to achieve this noise level could include, but are not limited to, forced air ventilation so that windows can remain closed and/or upgraded wall and window assemblies.	The required acoustical analysis is included in the Noise chapter EIR Addendum that has been prepared for this project. Any required mitigations will be included in the Mitigation Monitoring and Reporting Program (MMRP) and conditions of approval.
LU 18-1	Require that new development creatively and effectively integrate private open spaces into project design, both as green spaces and landscaped courtyards.	The project includes both common and private open space for the new residential units that meet these standards.
LU 18-2	Enhance street corridors and spaces between buildings by incorporating small green areas, native and drought-tolerant landscaping and street trees.	The streets surrounding the project site and the project's paseos and other common open areas will incorporate landscaping and drought-tolerant vegetation.

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LU 18-4	Increase the number of trees, first prioritizing areas identified as tree deficient, to provide the maximum benefits of improved air quality, increased carbon dioxide sequestration, reduced stormwater runoff and mitigated urban heat island effect.	The project will comply with the requirements of Chapter 21.42 (Landscaping) to meet these standards.
LU 20-5	Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean.	Regulatory compliance with required standards during the permitting and construction process will meet the required standards for runoff and pollution prevention.
Mobility Element Policies – Implementation Measures (IM)		
MOP IM-2	Routinely incorporate complete streets features into all street redesign and repaving projects.	The project will incorporate complete streets features in the improved ROW adjacent to the project site.
MOP IM-5	Create walking loops with stepping-stone mile markers and other supportive features to support active living.	The project will include a new paseo between 5 th St. and 6 th St. to create more opportunities for walking and increased connectivity within the urban fabric.
MOP IM-33	Continue to implement pedestrian streetscape designs, especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public rights-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.	This project implements pedestrian streetscape design improvements to the streets adjacent to the project site and will create a continuous pedestrian environment surrounding the project site and will especially enhance the 6 th Street frontage by incorporating a paseo through to 5 th Street.
Urban Design Element Policies		
UD 27-1	Promote the importance of the transitions between uses and developments in the Downtown PlaceType, given the small block sizes and mix of different uses.	The project is located on a large block site but creates proper transitions to surrounding streets and uses.
UD 27-2	Apply the development standards and guidelines prescribed in the Downtown Plan.	The project meets this policy through its compliance with the standards and guidelines of the Downtown Plan.
UD 27-3	Establish sustainable streetscape design as a norm for this PlaceType.	The project meets this policy as previously described in these findings.

Findings – General Plan Consistency Table

450 The Promenade North, 501-599 Long Beach Blvd. (APNs: 7280-005-051, 7280-005-025)

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POLICY NUMBER	HOUSING (HE)/ LAND USE (LU)/ MOBILITY (MOP)/ URBAN DESIGN (UD) ELEMENT POLICIES	FINDING
UD 27-4	Enhance streetscapes and building elements to promote significant pedestrian activity by providing well-articulated building facades with quality building materials and workmanship and featuring high-quality street furnishings and design.	The project meets this policy as previously described in these findings.
UD 27-5	Establish a bustling urban environment that will allow pedestrians to feel comfortable and welcome.	The project meets this policy as previously described in these findings.