



# CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5<sup>th</sup> Floor

Long Beach, CA 90802

(562) 570-6194 FAX (562) 570-6068

August 17, 2017

CHAIR AND PLANNING COMMISSIONERS  
City of Long Beach  
California

**RECOMMENDATION:**

Approve a Site Plan Review and Lot Merger in conjunction with the construction of a seven-story multi-family residential building containing 77 dwelling units and an integrated three-level, 105-stall parking garage at 320 Alamitos Avenue in the Downtown Planned Development district (PD-30). (District 2)

APPLICANT: Kyle Richardson  
Studio One Eleven  
245 E. Third Street  
Long Beach, CA 90802  
(Application No. 1701-32 / SPR17-001 and LM17-002)

**DISCUSSION**

The proposed multi-family residential project at 320 Alamitos Avenue (Project) would develop a two-parcel, 0.59-acre site of flat topography with a seven-story multi-family residential building containing 77 dwelling units and an integrated three-level, 105-stall parking garage. The narrow, block-long site is located on the east side of Alamitos Avenue with secondary frontages on East 3rd Street (south) and East 4<sup>th</sup> Street (north) (Exhibit A – Location Map). Abutting the site to the east are a four-story, 52-unit multi-family residential development, a one-story auto repair shop, and a one-story bar. At present the site contains no habitable structures (Exhibit B – Site Photos). The site's southern parcel, a 22,400-square-foot lot at 320 Alamitos Avenue, is improved with surface parking containing approximately 50 parking stalls that are not deed restricted or otherwise tied to an existing land use. An eight-foot-tall chainlink fence lines the perimeter of the parking lot. The site's northern parcel, a 3,145-square-foot lot, is improved with a 14' x 48' (672-square-foot) billboard. All existing site improvements would be demolished and/or removed in conjunction with Project activities.

The Project site is located in the Downtown Plan Area (PD-30), an area characterized by mid- and high-rise residential development; high-intensity employment; and various retail, cultural, and entertainment destinations. The Project, designed to conform with all applicable PD-30 development standards, is consistent with the level and intensity of development intended for the site.

The site is located within General Plan Land Use District Number 7 – Mixed Uses (LUD 7). LUD 7 intends for combinations of land uses – including high-density residential – that vitalize sites and give them more importance in the urban structure of the City. Improving the site with a high-quality, context sensitive multi-family residential project will rejuvenate the site and contribute new residential units to the downtown housing stock.

The Mobility Element of the General Plan, which establishes a context-sensitive street classification system, identifies Alamitos Avenue as a Boulevard, East 3<sup>rd</sup> Street as a Neighborhood Connector, and East 4<sup>th</sup> Street as a Minor Avenue. Per the Mobility Element, Alamitos Avenue and other Boulevards are characterized by “more intensive land use oriented towards the street” where “buildings uniformly line the edges.” The Project, with its high-density residential nature, building mass, and general orientation towards Alamitos Avenue, is representative of the type of developments anticipated along this street classification.

### Project Summary

The Project will cover approximately 80 percent of the site with building area (Exhibit C – Plans). Vehicles will access the Project from one of two locations. A two-way access point off Alamitos Avenue leads to stalls on the parking garage’s first and second levels, and a two-way access point off East 3<sup>rd</sup> Street leads to stalls on the parking garage’s subterranean level. Both access points will function as a right-in/right-out. This restriction stems from the future Alamitos Avenue road diet, which calls for the elimination of a traffic lane in each direction, and the East 3<sup>rd</sup> Street access point’s proximity (less than 90 feet) to Alamitos Avenue.

Each of the building’s street frontages contain convenient pedestrian/tenant access points into the Project. From Alamitos Avenue a residential lobby and adjacent recessed covered walkway both lead to the building’s elevator lobby, from which tenants and guests can access the Project’s parking areas and the units and amenity spaces on the building’s upper floors. Off the building’s East 3<sup>rd</sup> Street frontage an exterior, controlled access stairway leads from the street level to the third floor courtyard area, which connects to an elevator lobby. Off East 4<sup>th</sup> Street a walkway leads to an enclosed stairway that provides access to all building levels.

As required under PD-30’s street-specific setback standards, the building is set back six feet from the three abutting streets. A five-foot building setback is proposed along the interior property lines. These interior setbacks function primarily as a landscape buffer to screen the parking garage from the abutting residential and commercial uses to the east.

The ground floor street frontages contain four, two-level loft units and private patios on the building’s north end, and a residential leasing area and amenity spaces with transparent, double-height storefront systems on its southern end. The amenity spaces are flanked by parking garage access points off Alamitos Avenue and East 3<sup>rd</sup> Street. With the exception of the loft units, floors three – seven contain all of the building’s residential units. Project units include the 4 lofts (741 square feet – 1,152 square feet), 29 studios (563 square feet



– 720 square feet), 30 one-bedroom units (711 square feet – 796 square feet), and 14 two-bedroom units (1,088 square feet – 1,313 square feet). The average unit size is 810 square feet. PD-30 requires a minimum unit size of 600 square feet, but allows for a reduction of this minimum unit size standard (to 450 square feet) provided no more than 15 percent of all units in a given development are under 600 square feet and the Site Plan Review Committee finds the undersized units livable and desirable. Six of the Project's 77 units, or eight percent, measure less than 600 square feet. The undersized units, all studios, will contain a full range of amenities including full kitchens, air conditioning, operable windows, and built-in closet spaces. Tenants within these units will have full access to all Project open space and amenity areas, and all six undersized units are located on street-facing elevations, including four corner units. These units contribute to the Project's diversity of unit sizes. For these reasons the Site Plan Review Committee found the provision of undersized units acceptable.

Required common outdoor open space for the Project is 15 percent of lot area, or 3,883 square feet. In order to qualify as common outdoor open space, areas must measure at least 1,000 square feet in size with at least one portion of the common outdoor open space measuring 40' x 12' or greater. The Project contains two common outdoor open space areas. The larger of the two, measuring 4,081 square feet, is located on the building's 7<sup>th</sup> floor. This rooftop space contains multiple deck areas featuring landscaping and hardscape amenities, including lounge-type tables and seating. The Project's other common outdoor open space area is located on the third floor. The third floor courtyard area measures 3,108 square feet and features an outdoor kitchen and flexible use landscape and hardscape amenities. In sum the two levels of common outdoor open space measure 7,189 square feet, and both levels contain open space areas that exceed the dimensional requirement. In addition to common outdoor open space requirements, PD-30 requires new developments containing 21 or more dwelling units to provide at least one community room measuring 500 square feet or greater. The Project includes a 793-square-foot community room at the 7<sup>th</sup> floor, accessible from the aforementioned roof deck areas. PD-30 private open space standards require at least 50 percent of all residential dwelling units contain private open space in the form of either a balcony, patio, or roof terrace. As proposed, 39 of the Project's 77 units feature either a private patio or balcony.

Parking for the Project consists of 105 parking stalls within the building's three-level garage. Provided parking is consistent with PD-30's one stall per unit tenant parking requirement and 0.25 stalls per unit guest parking requirement. Six of the parking spaces within the garage will be designed and equipped with electric vehicle charging stations (five for tenants, one for guests). PD-30 regulations require a minimum of one bicycle parking space for every five dwelling units, or 16 for the Project. Adjacent to the garage's ground level, with convenient access to Alamitos Avenue, a "bicycle kitchen" is proposed. In addition to providing space and tools for bicycle maintenance and repairs, the 396-square-foot bicycle kitchen includes secure parking for 20 bicycles. Additional garage amenities include a storage room, located on subterranean parking level, that includes individual storage units that will measure a minimum of 25 square feet in area and contain at least 175 cubic feet of space, per PD-30 requirements.

The seven-story building will stand 64 – 74.5 feet in height, below the 80-foot height maximum in effect for the site. In recognition of the residential nature of East 3<sup>rd</sup> Street, the building features a lower six-story, more residentially focused profile on its southern end. Building massing is pulled towards Alamitos Avenue, away from the existing multi-family residential development that abuts the site to the east, serving to create a street edge along Alamitos Avenue and reduce potential shade, shadow, and privacy impacts. The Project's floor area ratio, 2.4, is below the maximum 4.0 floor area ratio standard in effect at the site.

The Project will enhance the site, the Alamitos Avenue corridor, and the downtown by introducing a high-quality residential development with a clean, contemporary aesthetic. Building exteriors at the street level on all three of the site's street frontages feature a burnished CMU block facade with double-height window openings for the loft units and aluminum storefront systems for the leasing office and residential amenity spaces. On the building's East 4<sup>th</sup> Street and Alamitos Avenue frontages, floors three – seven feature wood-stained laminate panels and floor-to-ceiling windows that are framed by horizontal bands of white-colored smooth stucco. Alternating bay windows and balconies on the Alamitos Avenue facade help articulate the building's primary elevation through the creative introduction of an orderly, rhythmic pattern of projections. Floors three – six on the southern, six-story portion of the building are clad in steel grey metal panels that feature a white smooth stucco trim and light-grey brake metal fascia.

Green building features have been incorporated into the project in a number of ways including creative site planning, efficient mechanical and lighting systems, exterior wall and window systems, and the use of "cool" paving and drought-tolerant landscapes in common open space areas. Altogether, the Project will produce a minimum 20-percent increased efficiency over current Title 24 standards, as stipulated in the PD-30 Program EIR's Mitigation Monitoring and Reporting Program.

Incorporated into Project design are City-planned dedications designed to accommodate wider, more accessible sidewalks and the addition of parkway landscaping. The Project requires a 10-foot dedication on East 4<sup>th</sup> Street, increasing the sidewalk width to 17.5 feet. On Alamitos Avenue, a 1.5-foot public access easement is required to provide for a nine-foot public sidewalk. No dedications or easements were identified for East 3<sup>rd</sup> Street, which has an existing 14-foot sidewalk.

Existing street trees on the site's perimeter will be removed and replaced with species consistent with City specifications including the usage of *fraxinus angustifolia* (Raywood Ash), the designated street tree for Alamitos Avenue. On site landscaping will consist primarily of California native and drought tolerant species in accordance with the City's provisions for water-efficient landscape design.

### Entitlements

The Downtown Plan requires Site Plan Review for projects involving the construction of one or more new dwelling units. Those projects consisting of 50 or more new units are



also required to participate in the Conceptual Site Plan Review process. The Project's 2016 conceptual review was followed by submittal for the subject entitlements in January 2017. The Project, in a slightly different configuration – one that included senior housing and a ground floor medical office component – was also the subject of a 2013 Pre-Application submittal. Project design has evolved from that initial submittal to achieve a more harmonious relationship with surrounding uses, an increase in project open space and tenant amenities, enhanced pedestrian orientation, and a more refined design (Exhibit D – Findings of Approval).

The Project site consists of two separate parcels upon which improvements would be built. One of these parcels, the northern 3,145-square-foot parcel addressed 900 E. 4<sup>th</sup> Street (Assessor Parcel Number 7275-001-001), does not comply with the 10,000 square feet minimum lot size requirement in effect for PD-30. Merging this parcel with the adjacent, 22,400-square-foot 320 Alamos Avenue parcel (Assessor Parcel Number 7275-001-083) will eliminate the presence of a substandard lot and eliminate the potential for one of the parcels, post-construction, to be sold separately, a scenario which would result in nonconforming building setbacks and other PD-30 violations. As conditioned, the developer will be required to record a Certificate of Compliance with the Los Angeles County Registrar-Recorder's office prior to the issuance of a Certificate of Occupancy (Exhibit E – Conditions of Approval).

### **PUBLIC HEARING NOTICE**

A total of 1,902 Public Hearing notices were distributed on August 2, 2017, in accordance with the provisions of the Zoning Regulations. As of the preparation of this report 18 pieces of written testimony have been received (Exhibit F – Written Testimony).

### **ENVIRONMENTAL REVIEW**

The Downtown Plan's Program Environmental Impact Report (PEIR) was envisioned to provide a streamlined review of subsequent development projects, using Section 15183 of the CEQA Guidelines. Projects that are consistent with the development density or intensity of the Downtown Plan "shall not be subject to additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." Staff has included an analysis of the proposed development project to the environmental analysis of the Downtown Plan PEIR and found that the project does not warrant further environmental review. This analysis is included as Exhibit G – Downtown Plan PEIR Analysis.

CHAIR AND PLANNING COMMISSIONERS

August 17, 2017

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Respectfully submitted,



LINDA F. TATUM, AICP  
PLANNING BUREAU MANAGER

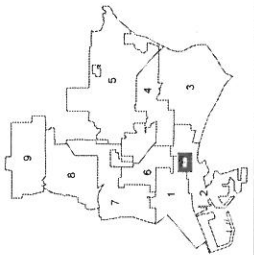
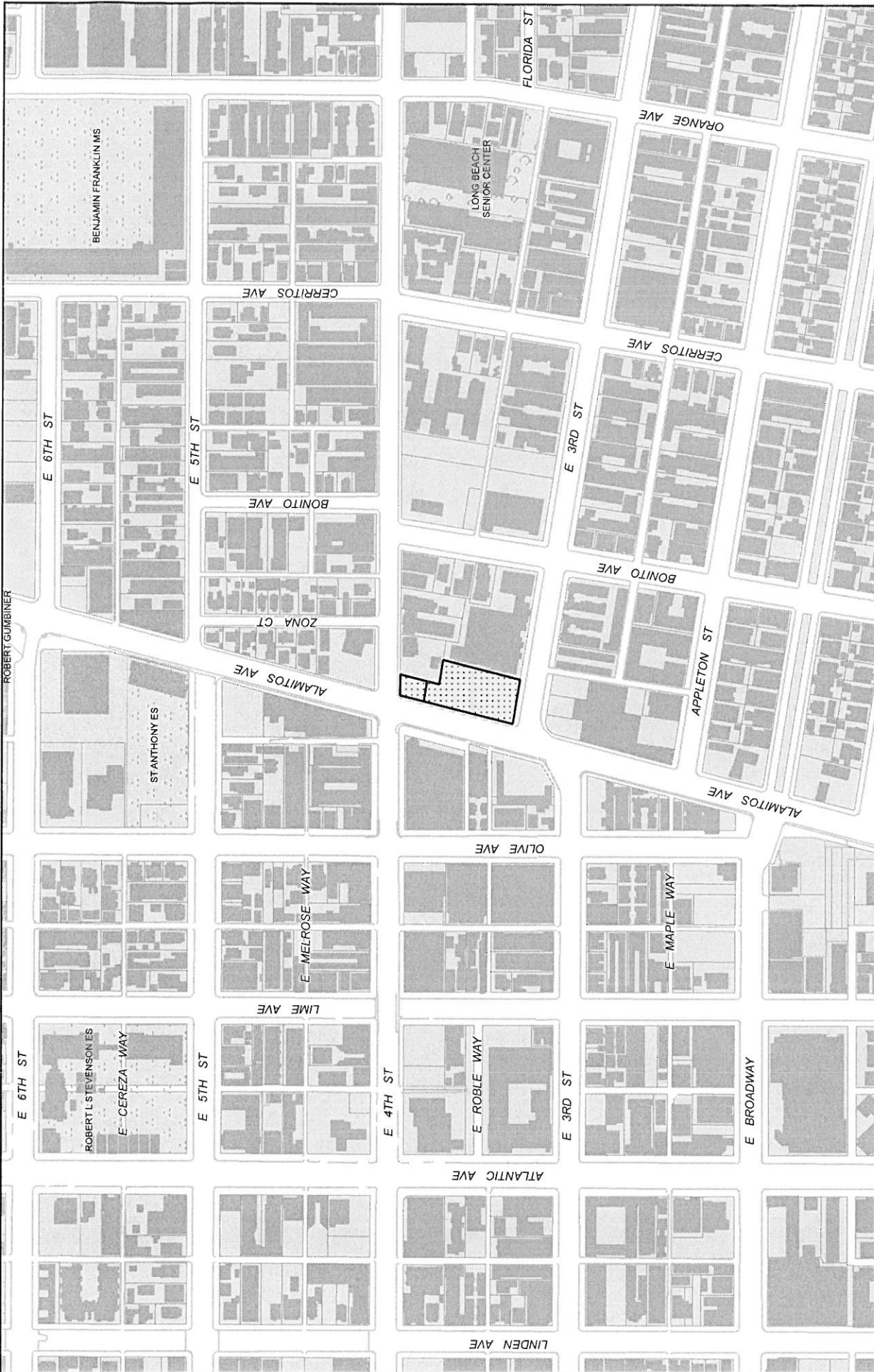


AMY J. BODEK, AICP  
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LFT:CT:mh

Attachments:	Exhibit A – Location Map
	Exhibit B – Site Photos
	Exhibit C – Plans
	Exhibit D – Findings of Approval
	Exhibit E – Conditions of Approval
	Exhibit F – Written Testimony
	Exhibit G – Downtown Plan PEIR Analysis





## Exhibit A

**Subject Property:**  
300 Alamitos Ave & 900 E 4th St  
Application No. 1701-32  
Council District 2  
Zoning Code : PD-30



**SITE PLAN REVIEW FINDINGS**  
**320 Alamitos Avenue**  
**Application No. 1701-32 / SPR17-001 and LM17-002**  
**August 17, 2017**

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

**A. THE DESIGN IS HARMONIOUS, CONSISTENT, AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DESIGN, CHARACTER, AND SCALE WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;**

The proposed 320 Alamitos project (Project) involves the construction of a seven-story multi-family residential building containing 77 dwelling units and an integrated three-level, 105-stall parking garage. The development would improve a two-parcel, double-corner lot site that measures 0.59 acres and has frontages on East 4<sup>th</sup> Street (north), Alamitos Avenue (west), and East 3<sup>rd</sup> Street (south). The site shares its eastern border with the four-story, 52-unit Seaside Villas multi-family residential development (955 East 3<sup>rd</sup> Street), a one-story minor auto repair shop (912 East 4<sup>th</sup> Street), and a one-story bar (918 E. 4<sup>th</sup> Street). The majority of the site is currently improved with a surface parking lot containing approximately 50 parking stalls. At its north end, the site is improved with a 14 × 48 billboard. All site improvements are to be removed/demolished as part of Project activities.

The Project is harmonious, consistent, and complete within itself. The development will introduce new, quality housing with a range of unit sizes to an underutilized site along Alamitos Avenue, enhancing the Alamitos Avenue corridor and the greater downtown environment. The four-sided building works within the relatively narrow constraints of the site, its weight pushed to the site's three street frontages and away from its eastern, interior property lines and the established uses occupying those abutting sites. In doing so, the building creates a successful street wall and limits shade and shadow impacts on others, as demonstrated in shadow studies that supplement that supplement Project plans. A significant portion of the east, backside of the building rises only to the podium level, reducing the potential for noise and privacy issues. In recognition of the low-scale nature of East 3<sup>rd</sup> Street, the building steps down a floor, from seven stories to six stories, on its southern end.

Exterior walls of the building are located six feet from the property's three street frontages in accordance with Downtown Plan (PD-30) street-specific setback standards, giving spatial definition to the site. The Project's uniform, five-foot interior setback has been designed primarily as a landscape buffer, softening the eastern façade's parking garage levels.



Project architecture adopts a contemporary aesthetic. Ground floor uses, which include a row of loft units and various tenant amenity spaces, feature a burnished CMU block façade with double-height window openings that create a pedestrian-oriented streetscape. On the Alamitos Avenue and East 4<sup>th</sup> Street frontages the upper floors feature wood-stained laminate panels and floor-to-ceiling windows. Along the Alamitos Avenue elevation the façade is articulated by an alternating pattern of bay windows and balconies, creating an interesting array of orderly projections that contribute to the Project's visual interest and maximize the views of street-fronting units. On the southern portion of the building a shift in massing from seven to six floors is reinforced by the introduction of darker, grey-colored metal panels and deeper-set upper floor windows that successfully create a relationship between form and material.

**B. THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT, THE DOWNTOWN DESIGN GUIDELINES, PD GUIDELINES, OR THE GENERAL PLAN;**

The Project site is located within the 80-foot height area of PD-30. Design guidelines in effect at the site are found in Section Four of the PD-30, Design Standards. Section Four includes overall standards that apply to all development projects and standards by building type. The Project is consistent with the listed general guidelines, which include scale and massing criteria and the use of pedestrian-oriented streetscape design. The Project is also consistent with the criteria set forth in PD-30 for mid-rise buildings (identified as those buildings being seven – 13 stories tall).

Mid-rise design guidelines stress context-sensitive development. The massing and design of the Project shows a sensitivity to adjacent buildings, in particular the Seaside Villas multi-family residential development that abuts the site to the east. A significant portion of the building's east elevation at floors three – seven is set back approximately 40 feet from the interior property line shared with the Seaside Villas property. The placement of a podium-level courtyard at the rear of the building reduces potential shade, shadow, and privacy impacts on the Seaside Villas development and other properties in proximity to the site. The two floors of parking garage which face Seaside Villas are thoughtfully screened by a combination of a five-foot landscape setback, to be planted with a row of trees, and façade-mounted decorative metal screening. Building massing is pulled towards Alamitos Avenue to create a street edge, and a stepdown from seven stories to six stories takes place at the southern end of the building in recognition of East 3<sup>rd</sup> Street's predominantly residential nature.

The Project is consistent with the design guidelines in a number of other ways as well, including the provision of architectural variation between ground floor uses and upper floor uses, the incorporation of an interesting series of projections



throughout the Project (ground floor loft units contain patios, upper floors contain an orderly series of bay window and balcony projections), and variations in massing, color, and finishes.

The General Plan offers no design specifications for development in Land Use District 7 (LUD 7) – Mixed Uses, the land use designation for the Project site.

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

The 0.59-acre project site is comprised of two abutting parcels. The larger, southern parcel is improved with a surface parking lot containing approximately 50 parking stalls. The northern parcel is improved with a 14 × 48' (672-square-foot) billboard. There are no trees on the parking lot parcel. The billboard parcel contains two mature eucalyptus trees and one palm tree of indeterminate age. Within the parkways adjacent to the site there exists eight palm trees along Alamitos Avenue and three palm trees along East 3<sup>rd</sup> Street. There are no parkway trees along the site's East 4<sup>th</sup> Street frontage. All on-site and parkway trees are to be removed as part of Project activities. None have been identified as significant or slated for preservation.

The Project includes tree plantings within the landscape setback adjacent to the abutting residential and commercial properties. Additional tree plantings are proposed within the podium level courtyard, within the 7<sup>th</sup> floor roof deck areas, and in the planters and patio areas proposed in the building's six-foot street setback areas. New street trees of species consistent with City specifications will be planted in the parkways adjacent to the site, including the usage of *fraxinus angustifolia* (Raywood Ash) along Alamitos Avenue, where it's designated as the roadways street tree.

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

The developers are required to comply with all public improvement requirements including parkway improvements and property dedications found by the Department of Public Works to apply to this project. The increase in on-site density and the potential pedestrian and transit traffic generated by the Project necessitates these public improvements.

Incorporated into Project design are a City-planned dedication and a public easement designed to accommodate wider, more accessible sidewalks and the addition of parkway landscaping. The Project requires a 10-foot dedication on East 4<sup>th</sup> Street, increasing the sidewalk width to 17.5 feet. On Alamitos Avenue, a 1.5-foot public access easement is required to provide for a nine-foot public sidewalk.



No dedications or easements were identified for East 3<sup>rd</sup> Street, which has an existing 14-foot sidewalk.

The Project has been reviewed by Department of Public Works staff for consistency with the proposed Alamitos Avenue road diet. The Project was found to not interfere with planned roadway modifications, which include the removal of a traffic lanes, one in each direction, and the installation of Class I bicycle lanes, one in each direction.

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

The Project contains less than 25,000 square feet of new, non-residential development and thus is exempt from Transportation Demand Management requirements. However, the Project's setting is in a transit rich environment featuring two separate bus lines along Alamitos Avenue (the nearest stop for these routes is located approximately 100 feet north of the project site, across East 4<sup>th</sup> Street) and one bus line along East 4<sup>th</sup> Street (the nearest stop for this route is located directly in front of the building). Access to the Metro Blue Line is within walking distance of the site, roughly ½-mile to the west. Additionally, the Project has incorporated a convenient, ground floor bicycle kitchen with storage for up to 20 bicycles into its design.

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

The Project contains over 50 new dwelling units and is thus subject to meeting the intent of Leadership in Energy and Environmental Design (LEED) at the certified level. The section's other green building requirements – one bicycle parking stall for every five residential units, solar-ready rooftops, and designated recyclable materials collection areas in all project trash collection area – will also be met. Furthermore, the project will comply with all PD-30 Final Program Environmental Impact Report Mitigation Measures, including the requirement that the project be designed to meet Title 24 + 20 percent energy efficiency standards.

## SITE PLAN REVIEW AND LOT MERGER CONDITIONS OF APPROVAL

320 Alamitos Avenue

Application No. 1701-32 / SPR17-001 and LM17-002

August 17, 2017

### Special Conditions:

1. This Site Plan Review and Lot Merger approval is for the construction of a seven-story multi-family residential building containing 77 dwelling units and an integrated four-level, 105-stall parking garage.
2. All work shall be carried out in accordance with the activities shown on plans received by the Department of Development Services, Planning Bureau, dated June 29, 2017.
3. The applicant shall comply with the Mitigated Measures specified in the Mitigation Monitoring and Reporting Program of the Downtown Plan PEIR and as described in staff report Exhibit G – Downtown Plan PEIR Analysis, to the satisfaction of the Director of Development Services.
4. A minimum of 105 parking stalls shall be permanently maintained and in useful operation within the building's parking garage. The number of Electric Vehicle (EV) charging stations and spaces shall meet California Green Building Standards Code Chapter 5 Section 5.106.5.3 requirements.
5. Parking stalls in tandem shall be assigned and dedicated to the same unit.
6. A minimum of 23 bicycle parking spaces shall be provided for and maintained on site. The bicycle kitchen shall have restricted access exclusive to tenants and building support staff. The type, spacing and placement of exterior bicycle racks shall follow the guidelines of the Bicycle Master Plan to the satisfaction of the Director of Development Services.
7. One or several central satellite television/data receiver dish(es) shall be located on the roof of the building or in another utility area so that a separate satellite receiver dish is not needed for each residential and commercial unit.
8. All required off-site street improvements shall be installed or provided for to the satisfaction of the Director of Public Works prior to issuance of a building permit.
9. Pursuant to section 21.45.400 (c), the project shall meet the intent of LEED at the Certified level to the satisfaction of the Director of Development Services. Prior to issuance of any project-related building permits, the applicant shall submit proof of registration with USGBC and a password allowing staff access to said registration, or provide proof by a third party as meeting the intent of LEED at the level required by Chapter 21.45.400.
10. Noise levels emanating from the project's common open space areas shall not exceed applicable noise standards specified in Long Beach Municipal Code Section 8.80.150 – Exterior Noise Limits. Use of the podium level courtyard area



and seventh floor roof deck areas shall be restricted to the hours of 6:00 a.m. – 10:00 p.m.

**The developer shall provide for the following to the satisfaction of the Director of Public Works:**

General Requirements

11. Prior to the start of any on-site/off-site construction, the Developer shall submit a construction plan for pedestrian protection, construction area perimeter fencing with custom-printed screen(s), street lane closures, construction staging, shoring excavations and the routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.).
12. The Developer proposes architectural projection encroachments into the public right-of-way that include signage, balconies and awnings. Construction plans shall be submitted to the Department of Public Works for all projections over the public right-of-way to be reviewed for approval as to compliance with California Building Code Chapter 32, to the satisfaction of the Director of Public Works.
13. If the Developer proposes to improve paving along the project site with decorative pavers, an Installation and Maintenance Agreement is required. The Developer shall apply for an Installation and Maintenance Agreement from the City's Public Works Department for the maintenance of the pavers within the public right-of-way prior to a building permit. All street improvements shall be constructed per Public Works Standards, per plans reviewed and approved by Public Works, and to the satisfaction of the Director of Public Works.

Public Right-of-Way

14. The Developer shall dedicate and improve 10 feet for additional street and sidewalk widening purposes along Fourth Street adjacent to the project site, resulting in a 17.5-foot wide public sidewalk. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works.
15. The Developer shall provide for a 1.5-foot wide public access easement adjacent to the project site along Alamitos Avenue, resulting in a 9-foot wide public sidewalk; 7.5-foot wide sidewalk right-of-way and a 1.5-foot wide public access easement.
16. The Developer shall construct all off-site improvements needed to provide full ADA accessibility compliance within the adjacent public right-of-way to the satisfaction of the Director of Public Works. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, the right-of-way dedication way shall be provided.

Engineering Bureau

17. The Developer shall reconstruct the sidewalk paving, curb, and curb gutter along Third Street and Fourth Street adjacent to the project site. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works. All sidewalk removal limits shall consist of entire panel replacements (from joint line to joint line).
18. The Developer shall install FenceScreen.com Custom Printed Flex Mesh screen(s), Series 311, or equivalent, fence screening along the perimeter of the development site, and provide for the printed graphic, to the satisfaction of the Director of Public Works. The Developer shall consult with Public Works prior to submitting the graphic design for printing.
19. The Developer shall reconstruct deteriorated, cracked, or uplifted/depressed sections of sidewalk along the Alamitos Avenue frontage, and improve the sidewalk easement area, to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works. All sidewalk removal limits shall consist of entire panel replacements (from joint line to joint line).
20. The Developer shall remove unused driveways and replace with full-height curb, curb gutter and sidewalk to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland cement concrete. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval.
21. The Developer shall demolish the existing sidewalk and curb ramps located on the northeast and southeast corners of Alamitos Avenue and construct new ADA compliant curb ramps to the satisfaction of the Director of Public Works.
22. Public improvements shall be constructed in accordance with plans reviewed and approved by Public Works. Detailed off-site improvement plans shall be prepared by a licensed Civil Engineer, stamped, signed and submitted to the Department of Public Works for approval.
23. The Developer shall improve the parkway along Third Street fronting this project with new grass or drought-tolerant accent shrubbery and permeable groundcover such as decomposed granite as described in Section 21.42.060 of the Municipal Code.
24. The Developer shall provide for new street trees with root barriers along Alamitos Avenue and southerly Third Street adjacent to the project site. The Developer and/or successors shall water and maintain all street trees, landscaping and sprinkler systems required in connection with this project. The Developer shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and any irrigation system

work. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed. At a minimum, parkway trees shall provide shade coverage, after five years of growth, of 50% of the total area dedicated for public right of way.

25. The Developer shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements until final inspection of the on-site improvements by the City. All off-site improvements adjacent to the development site, and/or along the truck delivery route found damaged as a result of construction activities shall be reconstructed or replaced by the Developer to the satisfaction of the Director of Public Works.
26. The Developer shall provide for the resetting to grade of existing manholes, pull boxes, and meters in conjunction with the required off-site improvements, to the satisfaction of the Director of Public Works.
27. The Developer shall submit grading plan with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes for review and approval by the Director of Planning and Building Services and the Director of Public Works prior to approval of the map and/or release of any building permit.
28. The Developer shall submit a drainage plan for approval by Public Works prior to issuance of a building permit

Traffic & Transportation Bureau

29. The driveway proposed for this development is located less than the 90 feet from the Alamitos/Third Street intersection, therefore, the driveway can only function as right-turn to enter and right-turn exiting out of the parking lot. The Developer shall install No left-turn markings or sign viewable to cars exiting the driveway onto Third Street. The sign and/or marking shall be installed to the satisfaction of the City Traffic Engineer.
30. The Developer shall be responsible to improve certain traffic signal related equipment to current CA MUTCD and/or City of Long Beach Standards. The traffic signal related equipment shall be within signalized intersections that are directly impacted by the Developer's project. If not existing, the Traffic Signal related equipment shall include, but may not be limited to the following:
  - i. All 8" Traffic Signal indications shall be updated to 12" LED units.
  - ii. Vehicular detection shall be installed on all approaches to the signalized intersection. This may include presence, mid or advance detection per City direction. Options will include standard Type E loops or video detection.
  - iii. All pedestrian indications shall be upgraded to LED Countdown Modules within all pedestrian crossings.



- iv. All pedestrian push buttons shall be upgraded to the most current City Standard.
  - v. All signalized intersections will require the installation of Emergency Vehicle Pre-emption (EVPE) equipment. The equipment and installation must be completed per the most current City Standard.
  - vi. Because of the fact that so many City of Long Beach traffic signals operate and share coordinated signal timing plans, the developer shall install a GPS Module at all traffic signals that are directly impacted by their project. The GPS Modules create accurate time-based communications between nearby traffic signals.
  - vii. The developer may be asked to update the traffic signal controller located in the traffic signal cabinet. At the discretion of the City Traffic Engineer, it may be decided that the existing traffic signal controller does not have the capability to handle the complexities of new traffic patterns that are directly related to the Developer's project. In such cases, the developer will be asked to install a new traffic signal controller based on the most current City Standard.
31. New crosswalks in the vicinity of the project shall be added by the Developer at the discretion of the City Traffic Engineer. The Developer shall be responsible to upgrade all existing and install all new marked crosswalks to the newest City standards.
32. At the discretion of the City Traffic Engineer, the Developer shall be responsible to implement the most recent Bicycle Master Plan of the City at its frontage blocks.
33. There is a high volume Long Beach Transit bus stop on Fourth Street adjacent to the development site. The Developer is encouraged to incorporate enhancements to improve the bus stop into this project. Amenities such as a roof overhang for additional shelter and architectural seating for bus patrons should be integrated into the project. Enhanced sidewalk paving should be provided for the bus stop per Long Beach Transit standards. The Developer shall collaborate with Long Beach Transit and the City's Public Works Department to take advantage of this opportunity.
34. The Developer shall contact Long Beach Transit prior to the commencement of work to coordinate design and construction issues and to ensure that construction does not interfere with transit bus operations at the existing bus stop on Fourth Street. Contact Shirley Hsiao, Manager of Service Development Planning, at (562) 591-8753.
35. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Driveways greater than 28 feet require a variance; contact the Traffic and Transportation Bureau at (562) 570-6331 to request additional information regarding driveway construction requirements.

36. The Developer shall salvage and reinstall all traffic signs that require temporary removal to accommodate new construction within the public right-of-way. All traffic signs shall be reinstalled to the satisfaction of the City Traffic Engineer.
37. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.
38. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
39. The Developer shall contact the Traffic & Transportation Bureau, at (562) 570-6331, to modify any existing curb marking zones adjacent to the site.
40. All traffic control device installations, including pavement markings within the private parking lot, shall be installed in accordance with the provisions of the Manual on Uniform Traffic Control Devices (MUTCD), 2012 or current edition (i.e. white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).

**Standard Conditions – Plans, Permits, and Construction:**

41. The applicant shall comply with all comments from the Long Beach Police, Gas & Oil, Public Works, Water and Fire Departments and Building Bureau.
42. Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval, to the satisfaction of the Director of Development Services.
43. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions must be printed on the site plan or a subsequent reference page.
44. The plans submitted for plan review must explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Site Plan Review Committee or the Planning Commission. No substantial changes shall be made without prior written approval of the Site Plan Review Committee or the Planning Commission.
45. Prior to the issuance of a building permit, the applicant must depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, these devices shall be screened by landscaping or another screening method approved by the Director of Development Services.
46. The Director of Development Services is authorized to approve minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change or alter the approved project.



Any major modifications shall be reviewed by the Zoning Administrator, Site Plan Review Committee, or Planning Commission, respectively.

47. All rooftop mechanical equipment shall be fully screened from public view and views from taller, adjacent rooftops. Said screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment screening plan must be submitted for approval by the Director of Development Services prior to the issuance of a building permit.
48. Upon plan approval and prior to issuance of a building permit, the applicant shall submit an 11"x17" size set of final construction plans for the project file.
49. A permit from the Department of Public Works shall be required for any work to be performed in or over the public right-of-way.
50. Any off-site improvements found to be damaged as a result of construction activities related to this project shall be replaced to the satisfaction of the Director of Public Works.
51. Separate building permits are required for fences, retaining walls, flagpoles, and pole-mounted yard lighting foundations.
52. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for review and approval prior to the issuance of a building permit.
53. Prior to the issuance of a building permit, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Police Department for their determination of compliance with Police Department security recommendations.
54. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau must be secured.
55. Site development, including landscaping, shall conform to the approved plans on file with the Department of Development Services. At least one set of approved plans containing Planning, Building, Fire, and, if applicable, Redevelopment and Health Department stamps shall be maintained at the job site, at all times for reference purposes during construction and final inspection.
56. Prior to the issuance of a building permit, the applicant must submit complete landscape and irrigation plans for the approval of the Director of Development Services.
57. All landscaped areas shall comply with the State of California's model landscape ordinance. Landscaped areas shall be planted primarily with drought tolerant plant materials and shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote

healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.

58. All landscaping irrigation systems shall use high efficiency sprinkler nozzles. The models used and flow rates shall be specified on the landscaping plan. For residential-type or small-scale sprinkler systems, sprinkler head flow rates shall not exceed 1.00 GPM and shall be of the rotating type. Where feasible, drip irrigation shall be used instead. If an in-ground irrigation system is to be installed, such system shall be controlled by an automatic self-adjusting weather-based irrigation controller.
59. Permeable pavement shall be utilized where feasible, to the satisfaction of the Director of Development Services. Public right-of-way improvements shall be exempt from this requirement. If the feasibility of using permeable pavement is uncertain, it shall be the developer's responsibility to demonstrate that a given application of permeable pavement is not feasible, to the satisfaction of the Director of Development Services.
60. All outdoor fountains or water features shall utilize water recycling or re-circulation systems. The plans submitted for review shall specifically identify such systems.
61. Energy conserving equipment, lighting, and construction features shall be utilized in this project.
62. Low-flow fixtures shall be used for all lavatory faucets, kitchen faucets, showerheads, toilets, and urinals. Toilets may be either low-flow or dual flush. Maximum flow rates for each fixture type shall be as follows: lavatory faucet – 2.75 GPM, kitchen faucet – 2.20 GPM, showerhead – 2.00 GPM, toilet – 1.3 GPF, dual flush toilet – 0.8/1.6 GPF, urinal – 1.0 GPF. Plans submitted for review shall specifically identify such fixtures and flow rates.
63. For commercial food service facilities, low-flow pre-rinse sprayers with average flow rates of no more than 2.0 GPM shall be used. Flow rates shall be specified on plans.
64. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
  - a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
  - b. Saturday: 9:00 a.m. - 6:00 p.m.; and
  - c. Sundays: not allowed
65. This permit and all development rights hereunder shall terminate two year from the effective date of this permit unless construction is commenced or a time extension is granted, based on a written and approved request submitted prior to the expiration of the two year period as provided in Section 21.21.406 of the Long Beach Municipal Code.



66. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the Conditions of Approval Acknowledgment Form supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).
67. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.
68. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).
69. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
70. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.
71. No publicly accessible telephones shall be maintained on the exterior of the premises. Any existing publicly accessible telephones shall be removed.
72. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants.
73. The property owner shall prevent loitering in all parking and landscaping areas serving the use during and after hours of operation. The operator must clean the parking and landscaping areas of trash and debris on a daily basis. Failure to do so shall be grounds for permit revocation. If loitering problems develop, the Director of Development Services may require additional preventative measures such as but not limited to, additional lighting or private security guards.

Conditions of Approval

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74. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.
75. Any graffiti found on site must be removed within 24 hours of its appearance.
76. All required utility easements shall be provided to the satisfaction of the concerned department, agency, or utility company.
77. All trash and refuse containers shall be fully screened from public view to the satisfaction of the Director of Development Services.
78. As a condition of any City approval, the applicant shall defend, indemnify, and hold harmless the City and its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, and employees to attack, set aside, void, or annul the approval of the City concerning the processing of the proposal/entitlement or any action relating to, or arising out of, such approval. At the discretion of the City and with the approval of the City Attorney, a deposit of funds by the applicant may be required in an amount sufficient to cover any anticipated litigation costs and staff time required as a result of litigation activity.