

FINDINGS

Site Plan Review

1400–1452 Long Beach Blvd.

Application No. 1708-03 (SPR17-065)

June 7, 2018

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, the site plan review committee or the planning commission shall not approve a site plan review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

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

Positive Finding: The proposed project consists 65 residential condominium units in a four-story-plus-mezzanine building, with approximately 2,300 sq. ft. of ground floor commercial space located at the corner of Long Beach Blvd. and 14th St. (see plans in File No. 1708-03). The project is designed in a contemporary architectural style, and uses a variety of building materials and colors to create visual interest and a cohesive architectural statement. These materials include plaster (stucco) as the main body of the building in five different colors, ranging from a light beige to deep grays and a deep red. Major areas of accent materials consist of vertical ribbed metal siding in a metallic finish, and smooth cementitious siding panels in two shades of blue. Ground-floor level includes an aluminum storefront window system, and upper-floor windows consist of Mil-Guard (Montecito Series) colored vinyl. All materials selections are satisfactorily high-quality products that are expected to exhibit durability and longevity.

The building will be the newest development in the immediate area and the largest structure within several blocks. However, due to its design in conformance to the standards in SP-1, it is compatible and in scale with the neighborhood. The area most directly in view of the project is the neighborhood across the alley to the east, fronting on Elm Ave. This area consists of a mixture of one- and two-family residential and multifamily residential buildings, with a Head Start preschool located mid-block as well. This area is zoned SP-1-TN on the west side of Elm Ave., and R-3-S on the east side (see Midtown Specific Plan (SP-1) and Title 21—Zoning Regulations for zoning definitions). The proposed building is designed to present a stepped face to this neighborhood to the east, and incorporates two large lightwell/motor court/parking areas that substantially reduce the linear length of building frontage directly facing the neighborhood. The building will not overwhelm or be out of scale with the neighborhood's houses and multifamily buildings, due to its conformance to the rear setback standards, and the 16-foot alley (to be expanded by a 2-foot dedication as part of this project) separating the project site from the neighborhood to the east.

Other project-adjacent uses are largely commercial in nature (across 14th St. to the south, across Long Beach Blvd. to the west, and directly north of the project site). The proposed building is compatible and in scale with these uses for the same reasons as above; additionally, the proposed building is designed and scaled to be compatible with the future development of similar mixed-use projects that are expected on these sites under the development build-out projected for SP-1.

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

Positive Finding: The project is located within the Midtown Specific Plan (SP-1), which contains significant design standards for the mixed-use development envelope allowed under the plan. These include building design and materials standards, build-to lines and streetwalls, ground floor heights, setbacks, scale, and massing standards, and other various standards intended to create an inviting human-scaled environment on Long Beach Blvd., side streets, and the surrounding neighborhood, while producing quality development projects that will be positive, high-quality additions to the City's housing stock and neighborhood commercial spaces for several generations. In short, SP-1 is the most rigorous urban design document currently in effect in the City of Long Beach, as of the time of this application. The proposed project complies with all applicable standards of SP-1. Special design guidelines, set forth in Chapter 5 of SP-1, control building design through regulation of massing, scale, corner treatment, roof treatment, and building colors and materials. The project building has been designed in compliance with these guidelines, and consists of quality materials in a cohesive architectural design. The building's massing, particularly, is designed to create an interesting form and volume, while avoiding a monolithic or repetitive appearance.

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

Positive Finding: The project site is entirely covered in asphalt or buildings and has no significant or mature trees. Street trees adjacent to the project site on Long Beach Blvd. are mature Mexican fan palms (*Washingtonia robusta*), which will be retained and provided with upgraded irrigation and other infrastructure as necessary. New street trees will be added along the 14th St. frontage in accordance with the requirements of the Department of Public Works. Additionally, broad-canopy shade trees are required to be planted in the open spaces of the parking lot at the rear of the project.

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

Positive Finding: Improvements to the public right-of-way adjacent to the project site will include a number of dedications and other exactions required by code and conditions of approval in order to offset the capital improvements to public infrastructure necessary to support this project. These include: alley dedication and widening adjacent to the project site, reconstruction of the alley curb return at 14th St., sidewalk repaving and reconstruction to create a 15-foot-wide sidewalk on 14th St., additional sidewalk repair and reconstruction on Long Beach Blvd., construction of full ADA improvements on existing right-of-way adjacent to the project site, traffic signal upgrades to all signalized intersections directly affected by the project, and new tree wells, street trees, root barriers, and irrigation systems adjacent to the project site (see 1708-03 conditions of approval, and Public Works Department Technical Advisory Committee comments dated June 22, 2017). At the discretion of the City Traffic Engineer, the developer may be required to implement elements of the City's current Bicycle Master Plan along the project frontage, as well. Additionally, other infrastructure upgrades and improvements are required as part of the mitigation measures identified in the Midtown Specific Plan Environmental Impact Report (see MTSP EIR and the Environmental Compliance Checklist prepared for this project). All of these public improvements are required to offset the proposed project's traffic impacts and general impacts from increased use of the public facilities and infrastructure surround that project site that will result from project construction and operation, and have an essential nexus with the project.

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

Table 25-1
Transportation Demand Management Ordinance Requirements

TDM Requirements	New Nonresidential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation Information Area	♦	♦	♦
Preferential carpool/vanpool parking		♦	♦
Parking designed to admit vanpools		♦	♦

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

Positive Finding: The proposed development consists of 65 new residential dwelling units and approximately 2,300 sq. ft. of commercial space. As such, the project is exempt from all listed TDM requirements except transit review, as the project is subject to the Midtown Specific Plan EIR Mitigation and Monitoring Program. Transit review found the project site to be adequately served by existing transit infrastructure, with the addition of the project's demands considered.

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

Per the requirements of Section 21.45.400, the project will be required to meet the level of "LEED Certified" or higher. This requirement is implemented in the project conditions of approval (see 1708-03 conditions of approval). Additionally, the developer will be required to provide canopy trees with shade coverage over parking areas, bicycle parking at 1 space for every 5 units, solar-ready roofs, and a designated area for collection of recyclables.

FINDINGS
Tentative Tract Map
1400–1452 Long Beach Blvd.
Application No. 1708-03 (TTM17-004)
June 7, 2018

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;

Positive Finding: According to the General Plan's Consistency Tests (see pp. 265–268, 1990 General Plan Land Use Element), *a proposed subdivision is “consistent” when the proposed use and density of development are within the guidelines set forth herein for that property.* The proposed map is consistent with the uses allowed by the existing designation of General Plan Land Use District No. 7, Mixed Use District. LUD No. 7 allows for large mixed-use projects with the goal of creating vital urban activity centers blending compatible land uses. The subdivision will create an individual airspace condominium subdivision sale of the residential units. The project also is consistent with the requirements of the Midtown Specific Plan (SP-1), which allows mixed-use projects, as discussed in the Site Plan Review findings for this project.

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

Positive Finding: According to the General Plan's Consistency Tests (see pp. 265–268, 1990 General Plan Land Use Element) states, *generally, if the proposed case conforms to one or more of the [Land Use District] maps contained here, and to the types of uses and density limits prescribed in the appropriate sections of this plan, then the proposal is “consistent.”* The design and improvement of the proposed subdivision, which consists of a 65-dwelling unit condominium building containing approximately 68,888 sq. ft. of residential living space and 2,300 sq. ft. of ground floor commercial space, and 90 parking stalls, is consistent with the standards and density limits set forth for Land Use District No. 7, Mixed Use District. This LUD allows for large mixed-use projects with the goal of creating vital

urban activity centers blending compatible land uses. The project also is consistent with the requirements of the Midtown Specific Plan (SP-1), which allows mixed-use projects. The project is located within the Midtown Specific Plan (SP-1), which contains significant design standards for the mixed-use development envelope allowed under the plan. These include building design and materials standards, build-to lines and streetwalls, ground floor heights, setbacks, scale, and massing standards, and other various standards intended to create an inviting human-scaled environment on Long Beach Blvd., side streets, and the surrounding neighborhood, while producing quality development projects that will be positive, high-quality additions to the City's housing stock and neighborhood commercial spaces for several generations. In short, SP-1 is the most rigorous urban design document currently in effect in the City of Long Beach, as of the time of this application. The proposed project complies with all applicable standards of SP-1. Special design guidelines, set forth in Chapter 5 of SP-1, control building design through regulation of massing, scale, corner treatment, roof treatment, and building colors and materials. The project building has been design in compliance with these guidelines, and consists of quality materials in a cohesive architectural design. The building's massing, particularly, is designed to create an interesting form and volume, while avoiding a monolithic or repetitive appearance.

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 approximately 68,888 sq. ft. of residential living space and 2,300 sq. ft. of ground floor commercial space, and 90 parking stalls. The development will comply with all specified development standards, including setbacks, parking, landscaping, and building height. The 1.136-acre (49,484-sq. ft.) site is physically suitable for a multifamily residential building with a condominium airspace subdivision.

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 approximately 68,888 sq. ft. of residential living space and 2,300 sq. ft. of ground floor commercial space, and 90 parking stalls. The proposed development will comply with all specified development standards, including setbacks, parking, landscaping, and building height. The 1.136-acre (49,484-sq. ft.) site is physically suitable for a multifamily residential building with a condominium airspace subdivision. The Midtown Specific Plan (SP-1) does not specify a density limit in this case, but regulates maximum buildout through other standards such as floor area ratio, setbacks, and parking requirement.

- 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: An Environmental Compliance Checklist was prepared for this project (see project Environmental Compliance Checklist for Midtown Specific Plan EIR, SCH No. 2015031034). This compliance checklist found no new potentially significant impacts that would result from this project that were not already analyzed as part of the Midtown Specific Plan EIR. Mitigation measures as set forth in the Midtown Specific Plan EIR will apply to the project as appropriate. These mitigation measures will ensure that any potential impacts are mitigated to a level of less than significance. Regarding fish and wildlife, there are no streams, ponds, or riparian habitat present on the site and no impacts to fish. The site is a fully-developed urban site that is completely covered in asphalt and building footprints.

- 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 design of the subdivision will not cause serious public health or safety problems. The subdivision will take place on an existing 1.136-acre parcel of land, and will not involve any new streets or roads, or significant modification to existing rights-of-way. The project will consist of approximately 68,888 sq. ft. of residential living space and 2,300 sq. ft. of ground floor commercial space, and 90 parking stalls.

Regarding safety issues, the Long Beach Police and Fire Departments have reviewed the proposal, and their comments and design requirements have been incorporated into the project, to ensure the site will have adequate access points and routes for emergency vehicles (see project conditions of approval). No serious public safety impacts or problems will result from the proposed project.

- 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: No easements acquired by the public at large exist on this site for access through or use of the property within the proposed subdivision. The site has no through access, nor will it have through access once the project is built.