

FINDINGS
SITE PLAN REVIEW
507 Pacific Avenue
Application No. 1606-06 (SPR18-052)
January 3, 2019

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 507 Pacific Avenue project (Project) involves the construction of a seven-story mixed-use building containing 157 dwelling units, 9,000 square feet of commercial space, and an integrated two-level, 209-stall parking garage. The development would improve a site that measures 1.05 acres and is located on the northwest corner of 5th Street and Pacific Avenue. The site is bordered by an alley to the west (Park Court). West of Park Court are two and three-story multi-family buildings. Directly north of the project site are three two-story, multi-family projects. The site is currently a vacant lot.

The Project is harmonious, consistent, and complete within itself. The development will introduce new commercial space and quality housing with a range of unit sizes to Pacific Avenue, enhancing the corridor and the greater downtown environment. The building massing is pushed primarily to the site's Pacific Avenue and 5th Street frontages creating a successful street wall. The west side of the building includes podium level recreation decks to break up the massing along the backside of the building along Park Court adjacent to two and three-story multi-family buildings. The north side of the building includes a green vine wall to screen the building from the abutting two-story multi-family buildings.

Building setbacks are in accordance with the Downtown Plan (PD-30) street-specific setback standards with a minimal setback on the interior property line. The building setback on Pacific Avenue is 6-feet to allow greater depth for the ground floor commercial uses. The 5th Street setback and the rear setback along Park Court (from centerline) are 10-feet to allow a landscape buffer.

Project architecture adopts a contemporary aesthetic. The street elevation will provide a combination of glass and concrete elements to provide a modern streetscape. Balconies for each unit, accentuating transparency with large windows, vertical tower element at the corner of 5th Street and Pacific Avenue all

enhance the design. Building materials include brush aluminum door and window frames, metal awnings, smooth plaster and textured board concrete.

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 building's west elevation at floors three – seven is set back from the rear property line. The placement of a podium-level courtyard at the rear of the building reduces potential shade, shadow, and privacy impacts to the adjacent development and other properties in proximity to the site. The two floors of parking garage which face Park Court and the northern property line are screened by landscaping on a green screen. The Project also includes the provision of architectural variation between ground floor uses and upper floor uses, the incorporation of an interesting series of projections throughout the Project, and variations in massing, color, and finishes.

The Project is consistent with the intent of LUD No. 7 – Mixed Use District of the General Plan. The project includes 157 residential units incorporating a mix of one-, two-, and three-bedroom units. The additional housing units will contribute to the reduction of the state-wide housing shortage. The Projects' inclusion of three, three bedroom units helps to satisfy a local shortage in units for larger families as identified in the Housing Element of the City's adopted General Plan.

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

The 1.05-acre project site is a vacant lot. There are no trees located on lot. All parkway trees are to be removed as part of Project activities and replaced with species consistent with City specifications. None have been identified as significant or slated for preservation. 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.

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 off-site 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 is a dedication designed to accommodate wider, more accessible rights-of-ways. The Developer shall dedicate a width of two feet for alley widening purposes along the north-south alley, Park Court. If needed, as a condition of approval, all off-site improvements needed to provide full compliance with the Americans With Disability Act (ADA) will be required. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, as determined during the plan check process, the right-of-way dedication way shall be provided. The Developer shall relocate all public utility lines within the existing public utility easement located within the footprint of the proposed building and quitclaim the easement to the satisfaction of the Director of Public Works.

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 with bus lines and the Metro Blue Line Pacific Station located just south of the project site. Additionally, the Project has incorporated storage for up to 34 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.

FINDINGS
Tentative Tract Map
507 Pacific Avenue
Application No. 1606-06 (TTM18-052, No. 74290)
January 3, 2019

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:

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

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 and commercial units. The project also is consistent with the requirements of the Downtown Plan (PD-30), which allows mixed-use projects, as discussed in the Site Plan Review findings for this project.

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

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 157-dwelling unit condominium building containing approximately 138,868 sq. ft. of residential living space and 9,000 sq. ft. of ground floor commercial space, and 209 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 Downtown Plan (PD-30), which allows mixed-use projects. PD-30 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 street walls, setback standards intended to create an inviting environment on Pacific Avenue and 5th Street.

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

The site is physically suitable for the type of development proposed, which consists of approximately 138,868 sq. ft. of residential living space and 9,000 sq. ft. of ground floor commercial space, and 209 parking stalls. The development will comply with all specified development standards, including setbacks, parking, landscaping, and building height. The 1.05-acre site is physically suitable for a multifamily residential building with a condominium airspace subdivision.

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

The site is physically suitable for the proposed density of development, which consists of approximately 138,868 sq. ft. of residential living space and 9,00 sq. ft. of ground floor commercial space, and 209 parking stalls. The proposed development will comply with all specified development standards, including setbacks, parking, landscaping, and building height. The 1.05-acre site is physically suitable for a multifamily residential building with a condominium airspace subdivision. The Downtown Plan (PD-30) 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.

E. 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;

An Environmental Compliance Checklist was prepared for this project (see project Environmental Compliance Checklist for Downtown Plan Environmental Impact Report (December 2010) (State Clearinghouse No. 2009071006) and subsequent addenda, including the Mitigation Monitoring and Reporting Program (MMRP). This compliance checklist found no new potentially significant impacts that would result from this project that were not already analyzed as part of the Downtown Plan EIR. Mitigation measures as set forth in the Downtown 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 vacant lot that previously was developed as a church.

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

The design of the subdivision will not cause serious public health or safety problems. The subdivision will take place on an existing 1.05-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 138,868 sq. ft. of residential living space and 9,000 sq. ft. of ground floor commercial space, and 209 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.

G. 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.

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.