



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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Long Beach, CA 90802

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January 3, 2019

CHAIR AND PLANNING COMMISSIONERS

City of Long Beach

California

RECOMMENDATION:

Determine that the project is within the scope of the project previously analyzed as part of the Downtown Plan Program Environmental Impact Report (State Clearinghouse No. 2009071006) and warrants no further environmental review pursuant to CEQA Guidelines Section 15162; and

Approve a Site Plan Review (SPR18-052) and Vesting Tentative Tract Map (TTM18-052, No. 74290) in conjunction with 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 at 507 Pacific Avenue in the Downtown Planned Development district (PD-30). (District 1)

APPLICANT: Anastasi Development Company
511 Torrance Boulevard, #200
Redondo Beach, CA 90277
(Application No. 1606-06)

DISCUSSION

The proposed mixed-use project at 507 Pacific Avenue (Project), would develop a 1.05-acre site with 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 site is located on the west side of Pacific Avenue at the southwest corner of 5th Street and Long Beach Boulevard (Exhibit A – Location Map). Abutting the site to the west is an existing alley (Park Court). Two and three-story multi-family residential uses are located west of Park Court. South of the Project site is the Top Value Market and abutting the site to the north are two-story, multi-family buildings. Pacific Avenue, east of the site, is a major transportation corridor with four lanes of traffic. The Metro Blue Line (operated by the Los Angeles County Metropolitan Transportation Authority), a regional light rail line connecting Long Beach to downtown Los Angeles, has a stop immediately south of 5th Street. The tracks of the Metro Blue Line run down the center of Pacific Avenue, directly adjacent to the Project site. Currently, the site is a vacant lot. (Exhibit B – Site Photos).

Previously, the Project site was developed as the First Methodist Church. The building designed by architect Kenneth S. Wing, FAIA, was constructed in phases between 1959 and 1974. Research into the subject property yielded no evidence that the building held

historic significance, including affiliation with an important individual, movement, or event associated with the City of Long Beach, or was of significant architectural merit. Prior to the demolition of the church, an Eligibility Determination was prepared and found the demolition of the building to result in no adverse effect to a historic resource. (Exhibit C – Eligibility Determination).

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.

Project Summary

The Project's commercial and guest parking spaces are accessed from 5th Street with secondary egress-only to Park Court. Vehicle access to residential parking is from Park Court with a separate access for the first floor and a secondary access for the second floor spaces. As a condition of approval, a dedication would be provided to widen Park Court to 18-feet in width. Vehicles will be able to access Park Court from 5th Street and 6th Street.

The building's street frontage along Pacific Avenue is activated by direct access to the commercial component of the Project. A corner element at 5th Street and Pacific Avenue provides a building focal point with the lobby entrance to the residential project. The commercial and guest parking is accessible from both Pacific Avenue and 5th Street. The lobby includes a reception area and leads to the building's elevator, where tenants and guests can access the residential units and amenity spaces on the building's upper floors. (Exhibit D – Plans).

The building is set back six-feet from Pacific Avenue to allow greater depth at the ground floor retail/commercial area. This setback expands the pedestrian experience from the sidewalk to the commercial uses along Pacific Avenue. As permitted by PD-30, the building's setback along 5th Street is 10-feet, 10-feet (from the centerline) on Park Court, and between 1-foot and 4-feet on the interior side yard. The applicant proposes to create a buffer on the interior side yard by adding a green wall to screen the building from the adjacent two-story structures.

The ground floor street frontage on the building's west side contains multiple commercial/retail spaces with predominantly windows at the street level. The second floor includes the parking garage which is integrated with the design of the building with perforated aluminum screening and panel elements continuing up from the ground level. Amenity spaces are located above the building podium at the third level. Floors three through seven contain 44 one-bedroom units, 111 two-bedroom units and two three-bedroom units. The average one-bedroom size is 668 square-feet. The average two-bedroom size is 987 square-feet. Each three-bedroom size is 1,353 square-feet. All units in the Project meet or exceed the minimum unit size of 600 square-feet as cited by PD-30. Residential projects are required to provide a mix of dwelling types and sizes to promote a more balanced community.

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Required common outdoor open space for the Project is 20 percent of lot area (after dedication requirements), or 9,176 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 courtyard areas on the third floor with outdoor seating, and landscaping, and a roof top deck measuring a total of 9,176 square-feet of common outdoor space. 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. On the third floor, the Project includes a recreation room and fitness room measuring 1,762 square-feet. In addition, the second floor has a 1,045 square-foot lounge space. 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, all of the Project's 157 units feature either a private patio or balcony.

Parking for the Project consists of 209 parking stalls within the building's two-level garage. Please see Table 1 for a comprehensive breakdown of parking required and provided by the Project. Six (6) of the parking spaces within the garage will be designed and equipped with electric vehicle charging stations. PD-30 regulations require a minimum of one bicycle parking space for every five dwelling units, and one bicycle parking space for each 5,000 square-foot of building area for commercial uses. The Project is required to provide 34 bicycle parking spaces, which are provided at the ground level accessible from both Pacific Avenue and 5th Street. Additional garage amenities include storage rooms that include 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. Majority of the units have individual storage units attached to their unit for direct accessibility.

Table 1: Parking

USE	MINIMUM PARKING		PARKING PROVIDED
157 Residential Units	1 space per unit or 157 spaces		157 independently accessible parking stalls (12 additional stalls in tandem)
	1 guest parking space per 4 units or 40 spaces ^A		
9,000 square feet of commercial retail, restaurants, bars	6,000 SF	Exempt	40
	3,000 SF	1 space per 1,000 SF or 4 spaces ^A	
TOTAL	197		197 independently accessible spaces (209 total)

^A Half of the required guest parking can be shared with commercial uses.

The seven-story building will stand 79-feet in height in compliance with the 80-foot height maximum allowed by PD-30 for the site. The building has a corner tower element that includes a penthouse elevator enclosure bringing the tower to no more than 85-feet in height. Landscaping will be provided along the south, west and north perimeter of the building. A vine wall will screen the building along the alley, Park Court. A green wall on the north side of the building will provide screening of the first two floors to the adjacent two-story buildings. The building provides an undulating building façade on the upper residential floors. The structure reduces massing on the west elevation by creating two third-floor courtyard areas. The Project's floor area ratio, 3.72, is below the maximum 4.0 floor area ratio standard in effect at the site.

The Project will enhance the site by introducing a high-quality mixed-use development with a clean, contemporary aesthetic. The street elevation will provide a combination of glass and concrete elements to provide a modern streetscape utilizing aluminum composite metal panels on angled and sloping columns. The balconies reflect a $\frac{3}{4}$ height solid enclosure with horizontal pipe railing to allow residents to more comfortably utilize their balcony open space without cluttering the sleek building architecture. Building materials include brush aluminum door and window frames, smooth plaster and aluminum composite metal.

The project proposes several Green Building elements as required by the CAL Green Code and as amended by the Long Beach Municipal Code. This includes meeting the intent of Leadership in Energy and Environmental Design (LEED) certification, and the PD-30 Program Environmental Impact Report's Mitigation Monitoring and Reporting Program requirement of a minimum 20-percent increased efficiency over current Title 24 standards. Other elements include, a solar ready roof, bicycle parking and designated recyclable materials collection areas.

Electric vehicle charging spaces capable of supporting future electric vehicle supply equipment will be provided per LBMC. Flow rates of plumbing fixtures and fittings shall be per Code and shall meet the US EPA Water Sense Specifications, as applicable. Native and drought-tolerant planting is proposed and shall comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance. Materials used for hardscaping shall be high albedo to reduce the heat island effect within the project.

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. The LUD allows for large mixed-use projects with the goal of creating vital urban activity centers blending compatible land uses. Improving the site with a high-quality, context sensitive mixed-use project will rejuvenate the site and contribute new residential units to the downtown housing stock.

A number of off-site improvements are required by code and conditions of approval in order to offset the public infrastructure necessary to support this project. These include, but are not limited to, a 2-foot alley dedication along Park Court, improvements needed to

provide full compliance with the Americans With Disability Act (ADA), reconstruction of the entire width of the alley pavement adjacent to the project site, new street trees and parkway landscaping along 5th Street. (Exhibit E – SPR/VTTM Conditions of Approval)

The Mobility Element of the General Plan, which establishes a context-sensitive street classification system, identifies Pacific Avenue as a Major Avenue, and 5th Street as a Local Street. Per the Mobility Element, Pacific Avenue serves as the major route for the movement of traffic within the City. As a Local Street, 5th Street is characterized as providing access to individual residential parcels. The Project's setting is in a transit rich environment with bus lines and the Metro Blue Line within walking distance of the site. Consistent with the Mobility Element's goal of creating a multimodal mobility network, the Project has incorporated bicycle storage into the building 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 conceptual review was followed by submittal for the subject entitlements in October 2018. Project design has evolved to achieve a more harmonious relationship with surrounding uses, an increase in tenant amenities, enhanced pedestrian orientation, and a more refined design. 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 applicant requests approval of Site Plan Review for the project building, and a Vesting Tentative Tract Map to subdivide the airspace into condominiums for individual sale of each unit (Exhibit F - Vesting Tentative Tract Map No. 74290). Overall, staff finds that the proposed project conforms to the requirements of the applicable Zoning Regulations and Planned Development District, and that all relevant findings of fact necessary for approval are met (Exhibit G - Findings).

PUBLIC HEARING NOTICE

Public Hearing notices were distributed on December 17, 2018, in accordance with the provisions of the Zoning Regulations. As of the preparation of this report no communications have been received.

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

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included as Exhibit H – Downtown Plan PEIR Analysis.

Respectfully submitted,



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PROJECT PLANNER



ALEXIS OROPEZA
SENIOR PLANNER



CHRISTOPHER KOONTZ, AICP
PLANNING BUREAU MANAGER



LINDA TATUM, FAICP
DIRECTOR OF DEVELOPMENT SERVICES

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Attachments:

- Exhibit A – Location Map
- Exhibit B – Site Photos
- Exhibit C – Eligibility Determination
- Exhibit D – Plans
- Exhibit E – SPR/VTTM Conditions of Approval
- Exhibit F – Vesting Tentative Tract Map No. 74290
- Exhibit G – Findings
- Exhibit H – Downtown Plan PEIR Analysis