

# **SITE PLAN REVIEW FINDINGS**

**941 E. Pacific Coast Highway  
Application No. 2002-07 (SPR20-005)  
July 8, 2020**

Pursuant to Section 21.25.506 of the Long Beach Municipal Code (LBMC), 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;**

The project site is located on the north side of Pacific Coast Highway between Myrtle Avenue and Martin Luther King Junior Boulevard. Pacific Coast Highway is a major north-south State highway under the jurisdiction of the California Department of Transportation (Caltrans) that runs along most of the California Pacific coastline. In the City of Long Beach, Pacific Coast Highway runs east-west, and is primarily a commercial corridor with some residential uses. The project site encompasses four parcels for a total project area of 0.65 acres. The western half of the project site is occupied by commercial buildings/uses. The eastern half of the project site is currently vacant, and is a former redevelopment site. The prevailing height of residential and commercial buildings in the vicinity is generally one and two-story.

The developer seeks to demolish the existing commercial buildings and construct a new four-story, 100% affordable senior housing development consisting of 67 affordable residential units, one manager's unit and 4,000 square feet of commercial tenant space.

The project site is zoned Regional Highway District (CHW) and requires a Zone Change to CCN (Community R-4-N) to facilitate development of the senior housing development.

The project will consist of modular construction with the primary building massing located along the front and side perimeters. A large deck is situated between Myrtle Avenue and Martin Luther King Junior Boulevard at the rear of the project (overlooking the alley). Across the alley is a single-family neighborhood with R-1-N zoning. This deck area is open and provides the project's shared/common open space. The developer will be widening the existing 10-foot alley with a 5-foot alley dedication creating a 15-foot setback. Extensive landscaping is also purposed along the alley to soften the visual interfacing between the new construction and the existing residences. Such design features break up the massing of the project to ensure compatibility and harmony with neighboring structures.

The CCN zone limits building heights to three stories and 38 feet. However, as this project is 100% affordable, it is eligible for a height increase (incentive) of three additional stories and up to 33 feet in height. The applicant is requesting one additional story and 14 feet 6 inches of additional height.

The design of the proposed development reflects a modern architectural style with a flat roof and parapet consisting of three-color schemes and different exterior materials that help achieve both variety and cohesiveness. The front elevation features a store front window system on the entire ground floor of the building. The walls above are angular in orientation, featuring smooth finish stucco, vertical mounted corrugated metal siding, and silver colored vinyl windows. Six decorative vertical “fins” accent the building in a style reminiscence of Art Deco and Streamline Moderne. The side elevations will feature smooth finish stucco and concrete precision block. The rear elevation features smooth stucco and horizontal mounted fiber cement siding.

Three stucco colors in grey/taupe tones are proposed; Lighthouse, Gray Pearl, Jet. The precision block is an earthtoned brown color (Canyonbluff Burnished). A condition of approval has been added regarding the quality of the stucco to ensure a high-quality product. Metal fencing located on the rear and side perimeters will provide screening of the surface parking lot.

The senior project would serve as an appropriate transition between the existing traffic and commercial uses that flank Pacific Coast Highway and the single-family residences that abut the corridor. The single-family residences located immediately north of the project site will be buffered by landscaping to help screen views, and the building height to reduce noise impacts from Pacific Coast Highway.

**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;**

The Land Use Element (LUE) of the General Plan identifies the subject property to be located in the Mixed-Use Neighborhood Serving Center or Corridor - Moderate (NSC-M) Placetype. The NSC-M Placetype allows for moderate-density apartment and condominium buildings on larger parcels of land and low Intensity, neighborhood serving, commercial uses, up to six stories in height. The NSC-M Placetype encourages mixed-use, commercial and residential uses characterized by medium-rise, moderate-intensity mixed use (housing and retail) commercial

centers and corridors the provide goods and services conveniently located relative to housing. The project conforms to the parameters of the NSC-M Placetype.

The project includes 67 affordable senior units, for which there has been an expressed need in the City. The project will not only redevelop an underutilized and vacant site, but also help contribute to increasing the supply of housing to combat the regional and state-wide housing shortage. Providing affordable senior units will address a housing need of a special needs population as identified in the Housing Element of the City's adopted General Plan. All of the units are for residents over the age of 62 years of age and are restricted to very low and low and moderate income residents. The project is consistent with the Regional Housing Needs Assessment (RHNA) inventory which includes primarily vacant or underutilized commercial properties with limited existing residential uses. Specifically, the project implements the following Housing Element Goals and Policies:

- Housing Element Policy 2.1: Continue to implement the City's density bonus program to provide incentives for housing that is accessible and affordable to lower income households, seniors, and disabled persons (including persons with developmental disabilities).
- Housing Element Policy 2.5 Integrate and disperse special needs housing within the community and in close proximity to transit and public services.
- Housing Element Policy 4.1: Encourage a balance of rental and homeownership opportunities, including high quality apartments, townhomes, condominiums, and single-family homes to accommodate the housing needs of all socioeconomic segments of the community, including large families;
- Housing Element Policy 4.5 Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts.

Housing Element Policy 4.6: Maintain a vacant and underutilized residential sites inventory, including City-owned sites, and assist residential developers in identifying land suitable for residential development.

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

There are no existing mature trees or street trees on the project site.

As part of the landscaping plan for the proposed project, the applicant proposes to improve the site with new landscaping, including planting Brisbane Box, Tree Aloe and Fruitless Olive trees.

The Developer shall provide for tree wells, new street trees with root barriers and irrigation along Pacific Coast Highway, adjacent to the project site, subject to the approval of the California Department of Transportation. New street trees along Myrtle Avenue and Martin Luther King Junior Boulevard will also be planted by the applicant in accordance with LBMC 21.42.050.

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

Improvements to the public right-of-way adjacent to the project include several dedications, required by the Code and conditions of approval, to offset the capital improvements to public infrastructure necessary to support the senior project. These improvements include construction of off-site improvements needed to provide full Americans with Disabilities Act (ADA) accessibility compliance within the public right-of-way adjacent to the project; removal of unused driveways and curb cuts and replacement with full-height curb, curb gutter and sidewalk; reconstruction of sidewalk, curb, and curb gutter; new street trees with root barriers; and irrigation systems adjacent to the project site (See App no. 2002-07 for Conditions of Approval).

The most significant of the improvements are the following dedications and improvements required by Public Works:

- 7 feet for right-of-way purposes along Pacific Coast Highway, north of and adjacent to the existing 13-foot-wide State Highway easement, adjacent to the project site;
- 5 feet for right-of-way purposes along the east-west alleyway adjacent to the site, for alley widening purposes resulting in an improved 15-foot wide alley along the northern property line boundary, relocating and/ or undergrounding all existing facilities as necessary to accommodate the alley widening.

Due to the size of the development and the projected increased use of the public right-of-way adjacent to the project site, by automobiles, bicyclists, and pedestrians, an essential nexus exists for these public improvements.

**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		♦	♦
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		

The project is predominantly residential in nature and includes a minor 4,000 square foot non-residential component which is below the 25,000 square foot threshold in Table 25-1; therefore, the project is exempt from Transportation Demand Management requirements.

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

The project consists of a senior project with over 50 dwelling units (a total of 67 affordable units and one manager's unit) in one building and is subject to the Green Building Standards for public and private development contained in LBMC 21.45.400. As a condition of approval, the project will have to demonstrate meeting the applicable sustainable building standards. Green buildings are designed to meet certain objectives such as protecting occupant health; using energy, water and other resources more efficiently; and reducing the overall impact to the environment.

**ZONE CHANGE FINDINGS**  
**941 E. Pacific Coast Highway**  
**Application No. 2002-07 (ZCHG20-01)**  
**August 6, 2020**

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings:

**1. THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA; AND**

The project site is currently zoned Regional Highway District (CHW). CHW is a commercial use district for mixed scale commercial uses located along major arterial streets and regional traffic corridors. Residential use is not permitted. The site would be rezoned to Community R-4-N (CCN) to facilitate development of the senior project. The CCN zone is similar to the Regional Highway District but differs in that it is a mixed-use zone that also permits medium density residential development. This density is required to allow the development of 68 residential units. The CCN zone is consistent with the General Plan's Land Use Designation, the Mixed-Use Neighborhood Serving Center or Corridor - Moderate (NSC-M) Placetype.

The site is surrounded by properties zoned Single Family Residential (R-1-N) to the north, and Regional Highway District (CHW) to the west, east, and south. There are multi-family buildings located immediately west of the project site. The areas surrounding the project site would not be substantially affected by this proposed rezoning as the senior development project would serve as an appropriate transition between the existing residential uses located to the immediate north and west. Construction of the project would not negatively affect the character of the existing neighborhood, nor would it adversely affect its livability.

**2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN.**

The Land Use Element of the General Plan states that the City of Long Beach is committed to continuing its tradition of improving the physical environment by achieving multiple and interrelated land use goals including, but not limited to, offering broad-based housing opportunities.

The Land Use Element identifies the development of new multifamily housing along commercial corridors as an important strategy in this area of Long Beach. The project would be consistent with the City's General Plan by creating new

multifamily housing in the vicinity of commercial uses and that would be consistent with the character of surrounding neighborhood.

The General Plan's Land Use Element, adopted in December 2019, designates the project site as the Mixed-Use Neighborhood Serving Center or Corridor - Moderate (NSC-M) Placetype. This PlaceType allows for moderate-density apartment and condominium buildings on larger parcels of land and low Intensity, neighborhood-serving, commercial uses, up to six stories in height. The NSC-M Placetype encourages the transitioning of the City's low-scale, often single-use commercial corridors into mixed use areas that result in medium-rise, moderate-intensity mixed use (housing and retail) commercial centers and corridors that provide goods and services conveniently located relative to housing.

The applicant seeks a Zone Change to Community R-4-N (CCN). The proposed CCN zone will better align the existing zoning designations of the parcels to their PlaceType outlined in the Land Use Element and facilitate the construction of housing on otherwise underutilized and vacant lots. The Land Use Element identifies the development of new multifamily housing along commercial corridors as an important strategy in this area of Long Beach. The zone change to the CCN district would support the production of housing in this location which is consistent the NSC-M Placetype designation of the General Plan. The project would be consistent with the City's General Plan by creating affordable senior units to address a housing need of a special needs population as identified in the Housing Element of the City's adopted General Plan. An affordable senior housing project in the vicinity of commercial uses would be consistent with the character of surrounding neighborhood.

**3. IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.**

The proposed change does not involve the rezoning of an existing mobile home park. The western half of the project site is occupied by commercial buildings/uses. The eastern half of the project site is currently vacant, and is a former redevelopment site



## **CONDITIONAL USE PERMIT FINDINGS**

**941 E. Pacific Coast Highway  
Application No. 2002-07 (CUP20-005)  
August 6, 2020**

Pursuant to Section 21.25.206 of the Long Beach Municipal Code (LBMC), the Planning Commission shall not approve a Conditional Use Permit 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 APPROVAL IS CONSISTENT WITH AND CARRIES OUT THE GENERAL PLAN, ANY APPLICABLE SPECIFIC PLANS SUCH AS THE LOCAL COASTAL PROGRAM AND ALL ZONING REGULATIONS OF THE APPLICABLE DISTRICT.**

The proposed project is located in the Mixed-Use Neighborhood Serving Center or Corridor - Moderate (NSC-M) Placetype. The affordable senior housing project is consistent with the moderate density characteristics of the placetype. The project approval is consistent with the Housing Element's policy, Goal 2: Address the Unique Housing Needs of Special Needs Residents, and Goal 3: Retain and Improve the Quality of Existing Housing and Neighborhoods, and Goal 4: Provide Increased Opportunities for the Construction of High Quality Housing. The proposed senior housing project is a permitted use with a conditional use permit.

- 2. THE PROPOSED USE WILL NOT BE DETRIMENTAL TO THE SURROUNDING COMMUNITY INCLUDING PUBLIC HEALTH, SAFETY OR GENERAL WELFARE, ENVIRONMENTAL QUALITY OR QUALITY OF LIFE.**

The proposed 100% affordable senior project provides a valuable service to the community and is an essential resource to seniors living on a limited income. The use will not be detrimental to the surrounding community.

- 3. THE APPROVAL IS IN COMPLIANCE WITH THE SPECIAL CONDITIONS FOR SPECIFIC CONDITIONAL USES. IN ACCORDANCE WITH LONG BEACH MUNICIPAL CODE SECTION 21.52.233, THE FOLLOWING SPECIAL CONDITIONS APPLY TO SENIOR HOUSING.**

**A. In a residential zone, handicapped and senior citizen housing shall be limited to the density allowed in the underlying zone district multiplied by the number indicated in Table 52-1. In congregate care facilities, each bedroom with two (2) or fewer beds shall count as a dwelling unit in calculating density. In bedrooms with more than two (2) beds, each bed shall count as a unit. This shall be the maximum permitted density. The Planning Commission may require a lower density as the situation**

**requires. In nonresidential zones, densities shall be limited to one (1) dwelling unit per two hundred (200) square feet of lot area;**

The project density allowed for this site is one (1) dwelling unit per two hundred square feet of lot area, which based on the size of the parcel is 141 dwelling units. The proposed project is 68 dwelling units which complies with the density threshold. In addition, the proposed affordable senior project qualifies for California Government Code Sections 65915 – 65918 that requires local governments to grant an 80% density bonus to housing projects in which all of the units (other than manager's units) are restricted to very low, low, and moderate income residents, with a maximum of 20% restricted to moderate income units. If a 100% affordable project is located within a half mile of a major transit stop, which includes this project, the local government may not impose any maximum density limits at all, and the project is further entitled to receive a maximum height increase of up to three additional stories or 33 feet. One hundred percent (100%) affordable projects are also entitled to up to four incentives or concessions.

**B. Consideration of the conditional use permit shall address crime rate, scale and style of the proposed building in relation to other buildings within the immediate vicinity;**

The proposed affordable senior project is not considered to be a land use that may lead to public nuisance activity. The four-story building is permitted by State density bonus standards. The scale and style of the building is appropriate for the high traffic corridor of Pacific Coast Highway with areas of open space and landscaping placed in the rear abutting the single-family neighborhood.

**C. The applicant shall provide evidence that the use will remain as senior citizen or handicapped housing through deed restriction or other method suitable to the Planning Commission.**

The conditions of approval include a condition requiring continuation of use through deed restriction.

**D. The facility shall be designed with appropriate grab bars in all hallways and bathtubs and/or showers and with nonslip surfaces in bathtubs and/or showers. The designs shall conform to the specifications of the U.S. Department of Housing and Urban Development for the applicable use;**

The conditions of approval include a condition requiring appropriate fixtures/amenities for compliance with the Americans with Disabilities Act (ADA) and U.S. Department of Housing and Urban Development specifications.

**E. Each unit shall be equipped with an emergency signaling device to the on-site unit manager's office, if applicable, to the satisfaction of the Chief of Police;**

The conditions of approval include a condition requiring each unit be equipped with an emergency signaling device to the on-site manager's office/unit.

**F. Each facility shall provide not less than three hundred (300) square feet of common recreational space;**

The proposed senior project recreational area is provided in the form of a lounge, community room and bike workshop located on the first floor totaling 1,870 sf and a community room totaling 670 sf on the second floor.

**G. Each facility shall provide not less than one hundred fifty (150) square feet of usable open space per unit or room. Of the one hundred fifty (150) square feet, not less than fifty (50) square feet shall be private open space, and the remainder may be common open space in addition to the three hundred (300) square feet required above;**

The code requires that 100 square feet of area be provided for common open space and that 50 square feet of private open space be provided for each unit. The project requires a total of 6,800 square feet of common open space and the plans illustrate a total of 4,745 square feet is provided. The common open space is located on the second floor as a large deck which consist of several raised planters for gardening, seating areas and a covered patio workshop area. Private open space is provided in the form of private decks and balconies. Only 32 units are provided private open space. A waiver consistent with the State allowed bonus density has been requested for the (common and private) open space requirement.

**H. The facility shall be located within one thousand feet (1,000') by legal pedestrian route to a public transit stop; and**

The proposed project has a bus stop located adjacent to the site at Pacific Coast Highway and Martin Luther King Junior Boulevard. The Mobility Element classifies Pacific Coast Highway as a "Transit Priority Street". In addition, the subject site is identified as being within a half a mile from a High Quality Transit Corridor or Major Transit Stop (HQTa) in the CEQA Transportation Thresholds of Significance Guide - Long Beach Transit Priority Area Map.

**I. Parking and loading shall be provided as required by [Chapter 21.41](#) (Off-Street Parking and Loading Requirements).**

A total of 51 parking spaces are required for this project. As this project serves a special needs population, the residential portion is exempt from required parking if it has paratransit service and is within a one-half mile of a fixed bus route service. This project is located along Pacific Coast Highway and is served by multiple bus services within a half mile. As such, parking for the residential portion is exempt from parking requirements. Two parking spaces are required for the manager's unit and for the commercial portion. Based on 4,000 sf of area, a total of 20 spaces

(5/1000 for medical use) is required. The project is exceeding the required 22 stalls by providing a total of 38 parking stalls.

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

The project is consistent with green building standards as listed in Section 21.45.400. The project proposes several Green Building elements as required by the CAL Green Code and as amended by the Long Beach Municipal Code. As a condition of approval, the project will have to demonstrate meeting the applicable sustainable building standards. Green buildings are designed to meet certain objectives such as protecting occupant health; using energy, water and other resources more efficiently; and reducing the overall impact to the environment.