

SITE PLAN REVIEW FINDINGS

**929 West Anaheim Street
Application No. 2102-12 (SPR21-007)
September 16, 2021**

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;**

The applicant proposes to construct two concrete tilt-up industrial buildings (62,042 square feet and 61,553 square feet, respectively) with surface parking (176 spaces) and associated landscaping on a 6.65-acre site located at 929 West Anaheim Street and 1401 San Francisco Avenue in the General Industrial (IG) Zoning District. A request to merge three (3) lots into a single 289,864-square-foot (6.65-acre) lot is included as part of the project request. The project includes the remodel and reuse of a 5,827-square-foot industrial building on the consolidated site. The project will include 176 parking spaces through the construction of surface parking and associated landscaping. Building 1 will feature seven truck dock doors and Building two will feature 9 dock doors.

The project site is located on the west side of San Francisco Avenue, within a heavily industrialized area next to the Los Angeles River. The 6.65-acre project site is located at the northwest corner of the intersection of San Francisco Avenue and the Anaheim Street frontage road. South of the site, Anaheim Street is elevated above the project site as it crosses the Los Angeles River. The project site is bounded by San Francisco Avenue to the east and Anaheim Street frontage road to the south with pedestrian sidewalks along both respective frontages. The Los Angeles River and Los Angeles River Bike Path abut the site's western property line. The abutting property to the northwest is City-owned.

The site is within the General Industrial (IG) Zoning District and has a 2019 General Plan Land Use PlaceType of Neo-Industrial (NI)/40 feet. The 40-foot height limit represents a lower height than the 65-foot maximum height limit permitted by the properties' current IG Zoning District. Development in the NI PlaceType envisions a mix of light industrial, clean manufacturing and office uses.

The proposed project would replace an existing outdoor pipe storage facility. An existing 5,827-square-foot industrial building would remain on the site and be improved with surface parking to serve the reused building. The project design will be harmonious, internally consistent and well-integrated into the project site,

existing industrial building, and surrounding area. The project consists of the construction of two new industrial buildings with a total of 16 truck dock doors. Site orientation is designed with the two buildings mirroring one another, allowing for a main point of entry onto and out of the accessory office portions of the site. There would be two additional points of entry to access the truck loading areas as well as the surface parking lots. Given the location of the site along a local street, and with adequate space for truck maneuverability, the three driveways and proposed parking configurations present the most effective project layout feasible.

The proposed buildings and configuration minimize visibility of loading docks from Anaheim Street. The east elevations provide architectural features such as pop-outs and recessions, and the creative use of glazing. The incorporation of window glazing of different sizes, heights, intervals and scoring add visual interest and minimizes the overall scale of each building. Additional features such as pronounced corners and entrances, landscaping, contrasting colors and varied roof heights are also included on the east elevations. In order to address the visibility of the west elevations, the applicant has incorporated some of the same features included on the east elevations, allowing an overall balance to the project.

The project's architecture incorporates quality exterior building materials and architectural elements that vary. The design treatment and aesthetic of the structures will be consistent with the project approved by Planning Commission on October 3, 2019 located to the north (1601 San Francisco Avenue), which is presently under construction, within two industrial buildings.

A total of 131 parking spaces are required for this project per the IG Zoning District requirements. This includes one space per 1,000 square feet of gross floor area (GFA) for warehouse uses. The Zoning Code exempts parking for accessory office space under 25 percent of the overall building size.

As proposed, the proposed 176 parking spaces provided would support industrial uses with accessory office requiring one parking space per 1,000 square feet of gross floor area (GFA). The parking requirements for the proposed warehouse use (one parking space per 1,000 square feet of GFA) is less than the General Plan NI PlaceType requirements (three parking spaces per 1,000 square feet of GFA). The proposed project is largely warehousing and the one parking space per 1,000 square feet of GFA, the lower standard, is applicable to ensure consistency with the Zoning Code.

The applicant's plans demonstrate that that additional parking could be provided ensuring consistency with the NI PlaceType and allowing flexibility for future uses. In general NI PlaceType uses are anticipated to be more job-dense uses and require a higher parking ratio than the typical warehouse use (which requires one parking space per 1,000 square feet of GFA). The project has demonstrated the

ability to convert building area and reconfigure parking areas to accommodate the NI PlaceType parking ratio of 3 spaces per 1,000 square feet and the ability to retrofit the building for smaller scale light industrial and creative uses. This flexibility of use and parking is consistent with the context of the surrounding development as well as the underlying PlaceType. Furthermore, the provision of code required parking onsite shall bring the site into parking compliance in an area where existing buildings have nonconforming parking allocations.

The proposed buildings are located within the 40-foot height limit of the General Plan LUE. The proposed buildings will have a height of 38 feet with a vertical corner element for rooftop screening at 42-feet-5-inches. The architectural element is non-habitable area for screening and is permitted to extend above building height for the purpose of screening rooftop mechanical equipment. This height would be consistent with the one-story context in the vicinity of the project site.

The project is compatible in design, character, and scale with its surroundings, which include the adjacent heavy industrial uses in the project vicinity. The incorporation of varying design treatments enhances the overall presence of the structure while also complying with the height limitations under the LUE and enabling flexibility for future uses.

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 project site is located in the NI PlaceType which envisions a mix of light industrial, clean manufacturing and office uses. This PlaceType differs from the Industrial PlaceType as limited live/work uses are permitted as a component of an employment-generating, adaptive reuse project. The NI PlaceType allows for office uses to constitute up to 50 percent of a neo-industrial business as this PlaceType allows for a higher concentration of employees on-site than the Industrial PlaceType.

The maximum allowed Floor Area Ratio (FAR) in the NI PlaceType ranges from 0.5 to 1.0. The proposed project would feature a FAR of 0.45. Furthermore, the proposed industrial buildings have demonstrated the ability to comply not only with the 3-parking space per 1,000 square foot of GFA parking requirement, but would also have the ability to subdivide the structure for smaller scale neo-industrial uses. While the accessory office space is under the 50 percent threshold allowed in the NI PlaceType, the buildings have demonstrated the ability to be expanded within the building shell for a flexibility of use.

The project will be consistent with the both the IG Zoning Standards and the NI PlaceType. The operation of the warehouse and accessory office facilities is consistent with surrounding businesses that feature a variety of industrial uses such as warehousing and manufacturing. Furthermore, the flexibility of building uses and configuration is consistent with the mix of uses envisioned for the NI PlaceType.

TABLE 1: GENERAL PLAN POLICY COMPLIANCE TABLE

POLICY NUMBER	LAND USE (LU)/MOBILITY (MOP)/URBAN DESIGN (UD) ELEMENT POLICIES	FINDING
LU Policy 3-3	Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios and limited live/work units.	The proposed industrial project is light industrial in design but has also demonstrated the capability of flexibly adapting the proposed structure to smaller neo-industrial uses envisioned by the LUE PlaceType. The flexibility of use includes accommodating the required parking under the LUE NI PlaceType, which exceeds the required parking for the IG Zoning District.
LU Policy 3-4	Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.	The proposed industrial project has demonstrated the capability to adapt the proposed structure to smaller neo-industrial uses envisioned by the LUE PlaceType. This flexibility would enable the reuse of the building, which extends the life and utilization of the building over time.
LU Policy 6-10	Discourage fiscally draining land uses such as public storage, vacant lots and outdoor storage	The subject property is currently used as an outdoor pipe storage yard and is developed with a vacant 5,827-square-foot industrial building. Although there are a variety of different uses allowed in this particular zoning district, the applicant has proposed an industrial warehouse project with the flexibility to convert to small scale neo-industrial uses consistent with the NI PlaceType. The introduction of new use and a mix of uses includes the payment of property taxes, utility taxes, and future sales tax, respectively.

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POLICY NUMBER	LAND USE (LU)/MOBILITY (MOP)/URBAN DESIGN (UD) ELEMENT POLICIES	FINDING
LU Policy 7-2	Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.	The subject property is currently used as an outdoor pipe storage yard and is developed with a 5,827-square-foot industrial building. The project would introduce a light industrial use with adequate offsite parking, landscaping, and abutting public right-of-way improvements. The introduction of the project to the industrial area would activate San Francisco Avenue where the outdoor storage yard does not presently have an active street frontage and is void of onsite vegetation.
LU Policy 17-2	Maintain adequate and sustainable infrastructure systems to protect the health and safety of all Long Beach residents, businesses, institutions and regional-serving facilities.	Project implementation includes requirements to coordinate with utility purveyors and the Department of Public Works to ensure that all infrastructure improvements, including public right-of-way improvements, are completed as part of the project construction.
MOP 2-19	Where feasible, widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities, and streetscape improvements.	The project would include reconstruction of public sidewalks and the installation of landscaped parkways in accordance with the Department of Public Works standards. The pedestrian experience would be improved by the sidewalk being continued along the site perimeter, which includes connections in the vicinity of the Los Angeles River and the pedestrian and bicycle facilities along that resource.
Policy UD 2-3	Promote enhancement of the built environment through façade improvements, quality and context-sensitive infill	The project would include development of two industrial buildings and the reuse of an existing industrial building with the inclusion of surface parking and associated landscaping. The project would comply with the PlaceType height, which was determined to be appropriate for the neighborhood-context during the LUE

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	development, and landscaping.	update process. The new industrial project would introduce active onsite uses to the industrial neighborhood, including lighting and landscaping to enhance the streetscape aesthetic and site security.
Policy UD 5-6	Encourage the establishment of electric vehicle charge points and other alternative fuel accommodations at new public and private projects and suitable locations throughout the City.	The project would include electric vehicle (EV) parking spaces consistent with Building Code requirements, as well as all applicable green building standards outlined in Section 21.45.400 of the Municipal Code.
Policy UD 7-1	Encourage public amenities and spaces in neighborhoods that allow for human contact, social activities, and community involvement to create an “eyes on the street” environment.	The project would introduce new industrial uses with buildings that orient toward San Francisco Avenue and introduce “eyes on the street” in a portion of an industrially zoned area that presently is developed with an outdoor storage yard. The new onsite uses would include security improvements, such as lighting.
Policy UD 13-3	Encourage new development projects to provide safe pedestrian access to public sidewalks, bus and rail transit facilities, and the bicycle network.	The project would include reconstruction of public sidewalks and the installation of landscaped parkways in accordance with the Department of Public Works standards. The pedestrian experience would be improved through the reconstruction and continuance of the sidewalk being continued along the site perimeter, which includes connections in the vicinity of the Los Angeles River and the pedestrian and bicycle facilities along that resource.
Policy UD 14-3	Allow new development projects to respond to their particular context and	The project would include development of two industrial buildings and the reuse of an existing industrial building with surface parking and

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	experiment with alternative development patterns while complementing their PlaceTypes.	<p>associated landscaping. The project would comply with the PlaceType height, which was determined to be appropriate for the neighborhood-context during the LUE update process. The new industrial project would introduce active onsite uses to the industrial neighborhood, including lighting and landscaping to enhance the streetscape aesthetic and site security.</p> <p>The site location along the eastern bank of the Los Angeles River provides an opportunity to accommodate truck bays at the rear and side elevations, thus providing screening by utilizing the context of the site. The provision of landscaping along the site perimeter further screens the truck operations from public view.</p>
Policy UD 35-1	Foster an “eyes on the street,” active pedestrian environment by maximizing transparency of exterior walls, incorporating and/or encouraging active ground floor uses, and entrances that engage the street.	<p>The project would introduce accessory office uses at the center vehicle entrance to the site. The new ground-level uses at the center of the site frontage along San Francisco Avenue would orient attention toward the midpoint of the site, thus breaking up the street frontage into smaller segments. Furthermore, the corner architectural element would include a storefront window system to provide transparency at ground-level active use areas.</p>

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

The site is currently developed with an outdoor pipe storage yard and existing industrial building. The entire site is paved or supports existing structures, except for a few very small landscaped areas. There are no trees present onsite. Street trees are present within the public right-of-way along street frontages. As conditioned, the work in the vicinity of vegetation and trees capable of supporting

nesting birds, including street trees, shall be completed in conformance with the Migratory Bird Treaty Act (MBTA).

As conditioned, street trees abutting the site shall be in conformance with the amount and species in the Public Works approved street tree list. Furthermore, provided setbacks along San Francisco Avenue and Anaheim Street frontage will provide a continuous perimeter of broad, leafy shade canopies around and throughout the project site.

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

The public improvement requirements established in Chapter 21.47 of the Zoning Regulations and identified by the Department of Public Works in project conditions, include, but are not limited to, the following: adjacent sidewalk improvement, ADA accessibility compliance, and general offsite improvements abutting the subject site. The essential nexus between these required public improvements and the likely project impacts exists because the proposed project results in a net increase of 129,422 square feet of building area intended for warehouse uses increasing the vehicle and truck trips utilizing the right-of-way. The project necessitates public improvements to ensure that this private property development does not adversely impact other public and private facilities and services. Required public improvements are included in the project's conditions of approval.

Street trees and associated irrigation systems will be installed along the San Francisco Avenue and Anaheim Street frontages abutting the Project site, which will soften the street-side pedestrian experience.

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		

Conditions of approval will be incorporated that require full compliance with all transportation demand management (TDM) and trip reduction measures. Prior to the issuance of building permits, the Applicant shall provide a TDM Plan to the satisfaction of the Director of Development Services, or designee.

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

The project will comply with green building standards for private development, as per the requirements of Section 21.45.400. As conditioned and in conformance with Section 21.45.400, the project would meet the intent of Leadership in Energy and Environmental Design (LEED) at the Certified Level. Prior to the issuance of any building permits, the applicant will be required to demonstrate the building complies with at least the LEED Certified Level of the standards as created by the U.S. Green Building Council.

Additionally, bicycle parking is provided, the rooftop is designed for solar readiness, and the trash collection areas will feature a designated area for recyclable materials. The canopy trees in the parking areas are also subject to the growth provisions of Section 21.45.400. Therefore, the project would be in conformance with the Green Building Standards outlined for public and private development, as listed in Section 21.45.400 of the Long Beach Municipal Code.

LOT MERGER FINDINGS
929 West Anaheim Street
Application No. 2102-12 (LMG21-002)
September 16, 2021

Pursuant to Section 20.28.030 of the Long Beach Municipal Code (Title 20, Subdivision Ordinance), Lot Mergers shall be required if the Zoning Administrator, at a public hearing, makes any of the following findings:

1. **ANY ONE OF SUCH CONTIGUOUS PARCELS OR UNITS HELD BY THE SAME OWNER DOES NOT CONFORM TO THE MINIMUM SIZE STANDARDS AS REQUIRED BY THE ZONING REGULATIONS, AND AT LEAST ONE OF SUCH CONTIGUOUS PARCELS IS NOT DEVELOPED WITH A SEPARATE BUILDING FOR WHICH A PERMIT HAS BEEN ISSUED BY THE CITY; OR**

The minimum lot size for a parcel within the General Industrial (IG) Zoning District is 20,000 square feet. Currently, the parcels measure approximately 152,000 square feet, 19,300-square-feet, and 117,000 square feet. The northernmost and southernmost parcels (APNs: 7271-008-016 and 7271-007-005) meet the required parcel size for the IG Zoning District. Only one of the parcels is developed with an existing building (APN: 7271-008-016) and the remainder of the parcels are not developed with structures. The lot merger will result in one single parcel that totals 289,864 square feet of area, which would bring the lots into compliance with the minimum lot size requirement for the applicable zoning district. As such, positive findings can be made to approve the lot merger.

2. **A SINGLE PROJECT IS DEVELOPED ON CONTIGUOUS LOTS IN SUCH A MANNER THAT ONE OR MORE OF THESE RECORDED LOTS COULD BE SOLD SEPARATELY FROM THIS PROJECT BUT WILL RESULT IN REDUCTION OF REQUIRED PARKING, SETBACKS, OPEN SPACES, OR VIOLATION OF OTHER DEVELOPMENT STANDARDS AS SPECIFIED IN THE CURRENT ZONING REGULATIONS.**

The three subject parcels are located along San Francisco Avenue in the IG Zoning District. The Lot Merger will result in one single parcel that totals 289,864 square feet in size and is owned by the same property owner. The northernmost lot (APN: 7271-008-016) is currently developed with an industrial building, while the two lots to the south are undeveloped. The merger of the three parcels will prevent the parcels from being sold separately and ensure that the project is contained on a consolidated site, including its joint parking, so that the project can remain in compliance with parking, bicycle parking on other requirements and development standards of the Zoning Code applicable to said development (App. No. 2102-12) by the zoning district and the Neo-Industrial General Plan PlaceType designation.