

## **SITIE PLAN REVIEW FINDINGS**

**4832 Clark Avenue**

**Application No. 2002-05 (SPR20-003)**

**October 21, 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 site is located on the border between the City of Long Beach and the City of Lakewood, at the southeast corner of Clark Avenue and Del Amo Boulevard. The site is within the Institutional (I) Zoning District and has a General Plan PlaceType of Founding and Contemporary Neighborhood (FCN). The surrounding land uses include single-family residential across Clark Avenue, to the west and beyond the Los Angeles County flood control channel to east; an elementary school and religious assembly use to the south; and the city of Lakewood Civic Center to the North, across Del Amo Boulevard (Attachment A – Vicinity Map).

The Long-Range Development Plan is proposed to occur in two phases (Attachment - C Long-Range Development Plan). Phase 1 involves rebuilding the track and athletic field roughly situated in the existing location. It also incorporates a combined restroom/concessions/ticketing building and a centralized 6,000 square foot team building that will replace the existing team building which will be demolished in Phase 2. The new team building will feature men's and women's locker rooms, coed training room, coaches' offices, equipment storage, a multi-purpose room and attached outdoor weight studio and student patio. Site improvements include re-pavement and re-stripping of the parking lot, new entry plaza, pathways, lighting, fencing, landscaping and upgraded utility services.

Phase 2 of the Long-Range Development Plan will include renovation of the existing baseball field and the addition of a softball field on the north end of the property to accommodate women athletes on the site. Phase 2 includes seating, backstops, dugouts, bullpens and batting cages.

The project's architectural design is of an appropriate high-quality that is expected of institutional developments. The proposed multi-purpose building, restrooms, concession stands, and grand stands will be located on the west side of the field, with a parking lot and landscaping beyond. The overall project is designed in a modern architectural style, with a light tan plaster finish. which is broken up by score lines in the facade. The building design includes gray metal canopies and

gray architectural accents to match. The grandstands are open air and include two entry points that will allow visitors to access the site. This 1,200-seat grandstand concept shifts from a symmetrical grand entry centered on the grandstands and focuses on bringing to the stadium design elements of the overall aesthetic of the main campus to bring cohesion and unity to the design features of both facilities. The new design maintains opportunities for grand entry statements and visual pathways to the grandstand while bringing more programmed elements and functional spaces to the overall site and the street-facing edge of the site to enhance the street presence and pedestrian orientation.

The proposed development consists of several buildings, up to 17 feet in height, the bleachers will be 18 feet in height with a press box on top of the proposed bleachers, bringing the overall height to 32 feet. Within the Institutional zone, the maximum height is 30 feet, or 1 foot for each 2 feet of distance from abutting residential district, whichever is greater. In this case, the proposed bleachers and press box are 100 feet away from the nearest residential, allowing a maximum height of 50'. The proposed height is compatible in scale and character with the surrounding uses and development. Therefore, the project 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.

**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 design is in compliance with the context and design standards of the Land Use Element (LUE) and Urban Design Element (UDE) of the General Plan for the Founding and Contemporary Neighborhood (FCN) PlaceType in which the project is located. Many of these standards and policy goals identified in the LUE/UDE apply to single-family, low-density housing and neighborhood serving low-intensity commercial uses. The overall FCN PlaceType encourages the use of schools, parks and other compatible public use. Land Use Policy 10-1 ensures neighborhoods contain a variety of functional attributes, including schools. As such, the proposed renovations ensure the use of the athletic fields will continue to serve St. Anthony high school and is consistent with the LUE FCN PlaceType.

The project complies with the remaining applicable standards in the LUE/UDE for the FCN PlaceType concerning quality of design materials and sustainable design strategies. The proposed multi-purpose building, restrooms, concession stands, and grand stands will be located to the west of the property, with a parking lot and landscaping in front of the grand stands. The overall project is designed in a modern architectural style, with a light tan plaster finish. Additional interest is provided by score lines in the walls. The project's architectural design will have

gray metal canopies and gray architectural accents to match. Although the grandstands are open air, they will incorporate two entry points that will allow visitors to access the site. The project's architectural design is an appropriate and high-quality design consistent with institutional developments.

Additionally, the project complies with the general goals and policy objectives of the UDE's Urban Design Plan. The project will achieve specific policies of the plan's strategies, as follows:

- **Policy UD 35-4: Emphasize pedestrian orientation in site and building design to define the public realm and activate sidewalks and pedestrian paths.**

As designed, the locker room, multi-purpose room, concession stand, and bleachers will be located closer to the street with a parking and landscape buffer. Additionally, lighting will be added to illuminate the pedestrian walkways and landscape will be added; all features that are important to activate the pedestrian paths.

- **Policy UD 35-5: Reinforce the importance of a building frontage located adjacent to a public sidewalk, consistent with PlaceType and Frontages.**

As designed, the lockers, multi-purpose room and concession stand will be located closer to the street, along with a parking and landscape buffer. Additionally, there will be windows facing the parking lot and street. Although the FCN PlaceType has an average 15'-20' front yard setback, the placement of the proposed building and bleachers will cause a noise nuisance if placed closer to the street. As proposed, the site plan takes into account the unique characteristics of the subject use, and the structures are sited to maintain compatibility with surrounding uses, while still enhancing the site perimeter and the experience of pedestrians on abutting public rights-of-way. In comparison to the existing condition, the proposed site plan orients the structures and the functional uses of the site closer to the Clark Avenue street frontage, achieving the goal of activating the street and maintaining "eyes on the street," consistent with good planning and urban design principles.

- **Policy UD 39-1: Accommodate large canopy street trees that contribute to the City's urban forest, enhance street character and neighborhood identity, and provide shade for pedestrians and parked cars and bikes. Policy UD 39-2: Identify gaps in street tree canopy and expand and maintain new tree plantings.**

The project has been conditioned to incorporate street trees within the right-of-way on Clark Avenue. The streets along with the on-site perimeter

landscaping will enhance the street character consistent with the aforementioned policy and would also contribute to reducing the heat island effect.

- **Policy UD 40-2: Provide well-marked and convenient pedestrian access through parking areas to separate pedestrian and vehicular traffic.**

As designed, the project would include a pedestrian walkway separated from the drive aisle on the north of the parking lot.

- **Policy UD 40-3: Beautify and screen parking lots located adjacent to a street edge with landscaping, shade trees, and decorative paving treatments.**

The project incorporates a landscape buffer between the parking lot and side walk which will screen the parking lot and soften the project edge between the parking lot and sidewalk and shields vehicle lights of parked vehicles.

Additionally, the project as conditioned would be required to provide bike racks for at least 12 bicycles. This is consistent with the General Plan Mobility Element policies including MOP Policy 2-17: Ensure safe, convenient, and adequate, on- and off-street bicycle parking facilities to accommodate and encourage residents to cycle for commuting and daily needs. Per the Long Beach Bike Master plan, Goal 2.2 encourages the expansion of citywide bike parking supply.

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

There are no mature trees on site, therefore this finding is not applicable. Nonetheless, a condition of approval will require new landscaping to be provided on site, including the trees shown within the parking lot (see conditions of approval). Additionally, the project has been conditioned to incorporate street trees.

**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 renovation of the site will not require additional public improvements; therefore, this finding does not apply.

**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 proposed development contains a total of 6,000 square feet of building area which is less than 10,000 square feet threshold for non-residential space that requires compliance, therefore this finding does not apply.

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

Section 21.45.400 specifies types of projects that require compliance with green building standards. The proposed project consists of approximately 6,000 square feet of new building area which is well below the 50,000-square-foot threshold for non-residential uses requiring compliance with Section 21.45.400, and therefore, this section of the Municipal Code would not be applicable to the proposed use