

SITE PLAN REVIEW FINDINGS

525 East Broadway

Application No. 2004-05 (SPR20-009)

August 5, 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 build 48 residential units and 5,090 square feet of new ground-level commercial space (see project plans in App. No. 2004-05) within one new mixed-use structure (seven-story, 88-feet-6-inches-high). The project will include 60 parking spaces through the construction of at-grade, above grade, and subterranean parking. Twelve (12) bicycle parking spaces would be provided as part of the project.

The project site is bounded by East Broadway to the south and Atlantic Avenue to the east. Existing named alleys currently border the western property line (Liberty Court) and a portion of the northern property line (Maple Way).

The proposed project would replace an existing two-story restaurant and surface parking lot with a seven-story, mid-rise building. The project's architecture incorporates high-quality exterior building materials and architectural elements that vary and yet are complementary. The building materials and architectural design treatments, including balconies, material changes and plane breaks to provide articulation along the street facing elevations. The interior and alley elevations maintain cohesiveness with the use of material variations. Above-grade parking areas are wrapped decorative screening. High-quality and thoughtful materials choices, including metal panels at ground floor, satin finished wall panels at upper floors, smooth stucco for upper floors, frameless glass guardrails with stainless steel top rails, and metal canopies.

The scale of the mid-rise building would be comparable to structures in the area, including the five-story mixed-use building to the north (215 Atlantic Avenue), the six-story mixed-use building at 615 East Broadway, and the six-story mixed use Lafayette building at 140 Linden Avenue and its 8-story mixed use expansion at 520 East Broadway. A landscaped setback would be provided in the northern 5-foot setback to provide a buffer between the five-story structure to the north of the project site. Residential balconies and a courtyard amenity deck contribute to add depth and textural form along the frontages. The ground floor retail areas would

feature a storefront window system with canopies. The above-grade parking areas would be fully screened. The upper floors of the building would feature a mix of satin finished wall panels and smooth stucco. Balcony and deck areas will feature frameless glass guardrails with stainless steel top rails. The courtyard podium would be denoted by a curtain wall at a stairwell that would incorporate downlighting. This element functions as a focal point for the structure. The remainder of the elevations features a combination of the panel system and smooth stucco. The ground floor elevations would feature metal panels to differentiate the pedestrian experience from the upper floors. All windows will have recessed features to provide depth to the elevations as required in the PD-30 Plan. This level of design quality and architectural expression is consistent with the goals of the Downtown Plan for high-quality building design and architecture.

A total of 60 parking spaces are required for this project per the PD-30 Plan requirements. This includes one space per unit (48 spaces), guest parking at a rate of one space per each four dwelling units (12 spaces). The PD-30 Plan exempts parking for retail, restaurants, bar areas containing less than 6,000 square feet. The project contains 5,090 square feet of commercial (restaurant) space, which is exempt from parking. The project proposes the 60 parking spaces integrated into the building in at-grade, above-grade, and subterranean configurations.

The project site has access from the I-710 freeway off-ramp at Broadway to the west, with on-ramps located on West 3rd Street. Three local bus stops are located across the street from the project site on Atlantic Avenue and East Broadway. The Long Beach Transit Gallery, which provides access to the full range of local bus routes operated by LB Transit, as well as regional bus routes operated by Metro, is located three blocks to the southwest of the site. The Metro A Line (formerly named Blue Line) also maintains a light rail stop located west of the project site, in the Long Beach Boulevard median between Broadway and 1st Street, providing regional rail service to downtown Los Angeles and the greater Los Angeles County area. Additionally, existing protected Class IV separated bike lanes are located on Broadway and West 3rd Street, connecting to the City's 65-mile bike route system.

The Project site is located in the Height Incentive Area of the Downtown Planned Development District (PD-30). Within the Height Incentive Area, buildings are permitted to be 240 feet in height and a FAR of 8.0, or 500 feet in height and a FAR of 11.0 with certain sustainability features incorporated into the building's design. The project proposed as part of this application would conform to the PD-30 height and FAR development standards.

The PD-30 Height Incentive Area is a subarea characterized by mid- and high-rise residential development; high-intensity employment; and various retail, cultural, and entertainment destinations. The project, designed to conform with all

applicable development standards of PD-30, is consistent with the level and intensity of development envisioned for the site by the PD-30 Downtown Plan.

The project is compatible in design, character, and scale with its surroundings, which include the adjacent mid-rise mix of uses in the project vicinity. The incorporation of varying design treatments breaks up the massing and presence of the structure while enhancing the pedestrian environment.

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 Downtown Plan Planned Development District (PD-30) and conforms to the special design guidelines outlined in Chapter 4 of that document. These guidelines set standards for build-to lines, street walls, pedestrian paseos, form and massing, materials and finish, and overall quality of development.

Pedestrian orientation is achieved through the building's zero (0) setback along East Broadway and Atlantic Avenue street frontages and incorporation of arcade areas to provide outdoor seating at street frontages. Also, the proposed placement of active street level uses within the commercial (restaurant) and lobby spaces would facilitate an enhanced pedestrian environment. These areas feature large glass storefront systems and elevated floor ceiling heights to define the street and public realm.

The project design, as discussed above, consists of high-quality architecture and materials choices, and complies with the requirements of the design guidelines. The project establishes a pedestrian-friendly environment. The single building has a cohesive design theme and will use quality, durable materials. Visual relief is provided on upper levels of the building with the incorporation of balcony designs and an outdoor amenity deck. The project follows the Downtown Plan's recommended materials palette by building type and uses materials and color to create variation in building form and massing. The building exhibits the most detail at ground levels and makes a positive contribution to the streetscape by directly addressing East Broadway and Atlantic Avenue with quality architectural elevations on each frontage.

The site is located within the Downtown (DT) General Plan Land Use PlaceType Downtown, which is intended for compliance with the development standards for the PD-30 document. The PD-30 Planned Development District was adopted by City Council in January 2012. The PD-30 area is divided into a Downtown Plan

area and a Downtown Neighborhood Overlay district. The project site is located in the height incentive area of the Downtown Plan area, which intends for a combination of land uses including retail, offices, and higher density residences. As noted above, the project site is located within a transit-rich environment in proximity to regional and local transit and active transportation infrastructure, including LB Transit bus stops, the Long Beach Transit Gallery, Metro A Line, and Class IV separated bike lanes. The proposed mixed-use project is consistent with the intent of the district and the objective to develop a downtown that emphasizes a quality physical environment, a pedestrian focus, and quality architecture. The project includes residential units incorporating a mix of one-, two- and a three-bedroom unit. The additional housing units will contribute to the reduction of the state-wide housing shortage.¹

The application (App. No. 2004-05) filed prior to March 6, 2021, which is the effective date of the inclusionary housing ordinance (ORD-21-0006). Therefore, this project is not subject to the provisions of the inclusionary housing ordinance.

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

The site is currently developed with a two-story restaurant and surface parking lot. Ornamental vegetation exists on the site. A tree survey, as provided in Appendix J of the Program Environmental Impact Report (PEIR) Compliance Checklist, was conducted on May 26, 2020 and found 12 existing trees located on the project site and 4 existing trees located in public right of way. Tree species found onsite included *Bauhinia x blakeana* (Hong Kong orchid) and *Syagrus romanzoffiana* (queen palm). The Hong Kong orchid and queen palm trees located in public right of way are expected to remain after construction whereas the 12 existing onsite trees would be removed to accommodate the project. No alternative design would allow for development of the site under the PD-30 standards. As conditioned, the modification and removal of trees shall be 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 outlined in the PD-30 landscaping provisions and pursuant to Section 21.42.050 of the City Municipal Code. The installation of new street trees consistent with applicable standards will provide a continuous perimeter of broad, leafy shade canopies around and throughout the project site.

¹ The application (App. No. 2005-04) was filed on April 9, 2020 prior to March 6, 2021, which is the effective date of the inclusionary housing ordinance (ORD-21-0006). Therefore, this project is not subject to the provisions of the inclusionary housing ordinance.

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 site will include dedications and easements required by the Long Beach Municipal Code. Conditions of approval include the construction of Americans with Disabilities Act (ADA) compliant sidewalks, curbs, intersection improvements adjacent to the project, and street trees adjacent to the project site (see 2004-05 conditions of approval).

The widened alleys will be used as the vehicular access to the proposed parking structure. The required dedication would widen the alley increasing the existing capacity to an 18-foot-wide (North Liberty Court) and 15-foot-wide (East Maple Way) alley. This widening is key for providing vehicular access to the parking facilities for the building.

It is anticipated that street trees and associated irrigation systems will be installed along the East Broadway and Atlantic Avenue frontages adjacent to the Project 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		

The project contains less than 25,000 square feet of new non-residential development.

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. The project design does not require additional green building project design features for development incentives. As conditioned and in conformance with Section 21.45.400, the project would meet the intent of LEED at the Certified Level.

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. 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.