EXHIBIT E

SITE PLAN REVIEW FINDINGS

2400 East Artesia Boulevard
Application No. 1908-029 (SPR 19-020)
September 5, 2019

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;

Positive Finding: The applicant proposes to build a single 415,592 sf concrete, tilt-up industrial building which will replace a 90-year-old petroleum refinery. The proposed 48-foot high building will include 21,000 sf of office area on a 17.22-acre lot with 433 at-grade parking stalls, 42 overhead dock doors, and approximately 60,981 square feet of landscaping throughout the site.

As mentioned above, the proposed project would replace an existing petroleum refinery which is being decommissioned in accordance with the regulations imposed by the Long Beach Fire department and Regional Water Quality Control Board (RWQCB). The RWQCB is also responsible for monitoring the on-going remediation of the site that is required by the Applicant.

The proposed building is generally sited in the center of the site with at-grade parking stalls surrounding it on all sides. The project's architecture is of higher quality than the buildings within the surrounding area. It is well-planned and has consistent themes and treatments. High-quality and thoughtful materials choices are used throughout the buildings. There are three corner treatments at the northwest, northeast, and southeast corners along Artesia Boulevard and Paramount Boulevard. These corner treatments include a variety of materials, glass, mullions and fins to break of the windows and concrete panels. The building consists of a rectilinear form with a flat roof, accented by strong horizontal elements and alternating void spaces filled with landscaping. This level of design quality and architectural expression is consistent with the traditionally expects from industrial buildings.

The project site is located in the IG, General Industrial Zoning District and has a consistent General Plan Land Use Designation (LUD) of 9G, General Industry. Mostly located along the southwestern boundary of the City, but also in other areas in northern Long Beach, this LUD was established in order to maintain a strong industrial employment component in the City's economic base by accommodating a diverse range of businesses which employ many different processes. LUD 9G

allows for more intense operations than those allowed in less intensive LUD's. The project, designed to conform with all applicable development standards of the zoning district, and is consistent with the level and intensity of development intended for the site by the City's Zoning Code. The project is compatible in design, character, and scale with its industrial and commercial surroundings, which includes the adjacent low-rise TABC (Toyota) manufacturing facility, several 1-story industrial buildings and nearby single-family residential units. The project's form and massing have been designed to be respectful of nearby buildings while making a positive contribution to the streetscape along Artesia and Paramount Boulevards designated as Major Avenues in the City's Mobility Element.

A total of 416 vehicular parking spaces are required for this project in accordance with the City's *Off-Street Parking and Loading Requirements* contained in the Zoning Code. Since the proposed office component of the warehouse, approximately 21,000sf, is less than twenty-five percent (25%) of the overall floor area of the building, it is not calculated separately. Of the total 416 parking stalls, the site plan shows 21 Electric Vehicle (EV) charging stalls and also plans for the future by designating an additional 84 EV stalls. Although there are only 42 truck bay doors along the southern elevation of the building, the Applicant has provided 52 truck trailer parking stalls adjacent to the south boundary line of the property. Two (2) passenger vehicle drive through are also located along this elevation, one near the southwest corner of the loading dock area and the other in the southeast corner.

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;

Positive Finding: Currently the site is located within the IG, General Industrial zoning district, which does not have specific design guidelines for the development of industrial buildings. The building is sited generally in the center of the 17.22-acre lot surrounded by landscaping and parking along the west, north and east elevations. The south elevation which is adjacent to the TABC (Toyota) manufacturing facility contains the 42 overhead truck doors, 2 passenger vehicle doors and 52 truck parking stalls away from direct view of the public right-of-way.

However, the project design, as discussed above, consists of high-quality architecture and materials choices, typical for new industrial buildings in Long Beach. The finish, texture, and color of the design is compatible with the chosen materials across the building. The massing is appropriately-scaled and limited to 48 feet in height which is appropriate for a project on a 17.22-acre site, compatible with the adjacent newer industrial building to the west, and does not over-shadow the nearby residential uses located to the southwest of the subject site.

The site is located within General Plan Land Use District No. 9G – General Industry. LUD No. 9G intends for a strong industrial employment component to the City's economic base by accommodating a diverse range of businesses that employ may different processes. Furthermore, the applicant has designed the site layout and the building such that it can be re-purposed into a different use or combination of uses in the future.

Additionally, staff has required technical studies for the proposed project, relating to traffic, air quality, health (mobile and human), Greenhouse Gas and noise. As a result of the review of the technical studies, conditions of approval have been included which would improve the project, and the surrounding area which ensure conformance with the City's General Plan goals and policies. Some of the conditions include, addressing noise generation during construction and operation, prescribing measures for soil management and fugitive dust containment, and continuation of remedial activities on the site so it does not pose a threat to human health or groundwater.

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

Positive Finding: Since 2008 a random variety and number of trees were planted within the landscaped planter areas along Artesia Boulevard within a setback area adjacent to the parking areas and within the areas between the sidewalk and existing, on-site buildings. After a review of available materials, it appears that the trees and associated landscaping (climbing vines) were planted within a small setback area between the sidewalk and structures to soften the view of the adjacent building walls and overall site. The Applicant is proposing to remove all the existing landscaping on-site and has prepared a cohesive themed planting plan which more than doubles the number of trees throughout the site. Tree sizes range between 15 gallon to 36" box in size and will be located not only along the setback area between the sidewalk and the parking area, but also in the landscaped planter proposed adjacent to the building along both the Artesia and Paramount Boulevard elevations and along the western boundary between the site and the Union Pacific Railroad right-of-way. Smaller type shrubs and groundcover are proposed within the planter area along the southern boundary. The existing trees, which are estimated to be around ten (10) years old, will be removed, and replaced with a denser and more cohesively themed landscaping plan that will provide a continuous perimeter of broad, leafy shade canopies around and throughout the project site. Furthermore, those trees planted adjacent to the proposed building along the north and east elevations are conditioned to be of a size and specie that will screen and soften the view of the concrete, tilt-up 48-foot high structure. Any project design that attempted to preserve these existing trees around the perimeter of the site, would result in a lower-quality site plan and

landscaping and configuration, would be less beneficial to the community and would not screen/soften the proposed street side elevations of the proposed building.

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

Positive Finding: Improvements to the public right-of-way adjacent to the project site will include a number of dedications and other exactions required by code and conditions of approval in order to offset the capital improvements to public infrastructure necessary to support this project. These improvements include construction of full Americans with Disabilities Act (ADA) sidewalk, curb, and intersection improvements adjacent to the project, reconstruction of sidewalk, curb, and gutter on Artesia and Paramount Boulevards, and undergrounding of the overhead utility lines along both Artesia and Paramount Boulevards. All of these public improvements are necessary and required to offset the proposed project's impacts from increased use of the public facilities and infrastructure surround that project site that will result from project construction and operation.

4. 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		

Since the project contains greater than 100,000 square feet of non-residential building area (the proposed building contains 404,592 square feet of floor area), the requirements in the Transportation Demand Management Ordinance (far-right column in the above table) will apply and are noted as conditions of approval.

5. 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 the requirements of Section 21.45.400 are now implemented in Chapter 18.47 (Green Building Standards Code) of Title 18 (Long Beach Building Standards Code) of the LBMC.