

**SITE PLAN REVIEW FINDINGS  
923 and 927 Long Beach Boulevard  
Application No. 2108-08 (SPR21-039)  
May 19, 2022**

Pursuant to Section 21.25.506 of the Zoning Ordinance, 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.

**A. 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 proposed project is a six-story, 75-unit residential building that includes three levels of subterranean garage parking. The site is located on the west side of Long Beach Boulevard between 9th and 10th Streets, just east of a north-south alley. The 0.38-acre site fronts on Long Beach Boulevard and measures 110 feet in width and 150 feet in depth. A 10-foot wide (east-west) alley (Nardo Way) previously bisected the two lots. This alley was vacated to allow future development opportunity. The site is currently undeveloped.

Building setbacks are in accordance with the Downtown Plan (PD-30) street-specific setback standards with minimal setbacks on the north and east property lines. The building setback on Long Beach Boulevard is zero-feet to promote pedestrian activity.

Project architecture adopts a contemporary aesthetic. The building design has a modern glass façade, combined with vertical panels and textured materials such as smooth stucco, glass fiber reinforced concrete, and stone veneer. The building is rectangular in shape and features a zero-foot, build-to line, a ground floor, floor-to-ceiling height of approximately 17-feet, and large windows that activate the street frontage. The building exterior will feature neutral colors of grey and creams accented by vibrant orange color block. The first-floor wall features a stone veneer exterior which provides a decorative separation to the smooth stucco upper floor walls. The windows and doors will feature black frames. Projecting balconies add articulation and relief to the flat building wall and the solid glass railings enhance the building's contemporary design. The building features floor-to-ceiling glass, large windows and glass doors which will bring in an abundant light to the building interior. The planter boxes, in addition to new street trees, will enhance the pedestrian experience at the ground level. The Project is harmonious, consistent, and complete within itself. The development will introduce a new, quality residential development on two lots that have been undeveloped for more than a decade

**B. 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 conforms to the PD-30 Zoning District Standards. Design guidelines in effect at the site are found in Section Four of the PD-30, Design Standards. Section Four includes overall standards that apply to all development projects and standards by building type. The Project is consistent with the listed general guidelines, which include scale and massing criteria and the use of pedestrian-oriented streetscape design. The Project is also consistent with the criteria set forth in PD-30 for low-rise buildings (identified as those buildings being one – 6 stories tall). The site is in the 150-foot Height Limit Area of the PD-30 Plan area; a subarea that allows high-rise development. The six-story building will stand 70-feet, 6-inches in height, well below the 150-foot height maximum threshold. The project's floor area ratio (FAR) is 4.6 below the 5.0 maximum FAR allowed (75,032 square feet) in PD-30.

Low-rise design guidelines stress context-sensitive development. The massing and design of the Project shows a sensitivity to adjacent buildings. The placement of the second-floor courtyard in the center of the development reduces potential privacy impacts on the adjacent development. A majority of the parking for the project will be below grade.

The Project approval is consistent Housing Element Goal 1 which provides increased opportunities for the construction of high-quality housing with Housing Element's policy 1.7 which encourages 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 in alignment with the City's Climate Action and Adaptation Plan (CAAP) to minimize carbon emissions by focusing new housing near transit and jobs and with Land Use Element (LU) Policy 7-6: which promotes transit-oriented development around passenger rail stations and along major transit corridors. The project is served by bus transit along Long Beach Boulevard in addition to the Metro A Line which has rail stops located north and south of the project site, on Long Beach Boulevard which provide regional rail service to downtown Los Angeles and the greater Los Angeles County area.

The project is consistent with Housing Element (HE) Policy 1.11 which utilizes inclusionary housing and enhanced density bonuses to expand upon the density bonus and development standard concessions and incentives offered as tools to facilitate the development of more affordable housing, with a mix of affordability levels within mixed-income housing. The project as proposed will maintain four housing units as affordable units to meet the requirements of the Inclusionary Housing Policy and promote a diversity in housing units and support the best

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practice of including affordable housing units within market-rate projects to create mixed-income developments. The project is consistent with LU Policy 12-1 which allows a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs. The project as proposed will provide 9 studio units, 89 one-bedroom units and 32 two-bedroom units which will add a variety of new housing opportunities to the downtown neighborhood. The project is consistent with LU Policy 7-7 which continues the development of the Downtown area into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities, LU Policy 7-8 which ensures infill development is compatible with surrounding established and planned uses and LU Policy 7-9 which focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors. The project will develop two vacant lots located on Long Beach Boulevard with a new six-story residential building which will provide 75 new residential units to the downtown area which is adjacent to residential buildings across the alley to the west. The project as designed will activate the site and the surrounding neighborhood as a walkable urban environment with the lobby and a community room located at the front of the building along Long Beach Boulevard.

The project is consistent with Urban Design Element Policy (UD) 1-4 which focuses on building flexible design on ground floors to allow for active building frontages along corridors and at the street level, UD Policy 2-3 which promotes the enhancement of the built environment through façade improvements, quality and context-sensitive infill development, and landscaping, and UD Policy 15-1 which encourages new projects to repair the urban fabric where it has eroded (e.g., reestablishing a uniform street wall where it once existed, but where buildings have been demolished over time). The project site is currently vacant. The new residential project will reactivate the underused site with pedestrian related activities that flow to and from the building's lobby. The building was designed to promote quality infill development with high quality exterior materials which will improve the surrounding street scape.

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

The 0.38-acre project is unimproved. There are four existing palm trees located on the northern lot, which will be removed as part of this project. Given the lot size and configuration it would not be feasible to maintain the on-site trees and also to comply with the various development standards including parking and drive aisle widths. There are three existing trees located in the public right-of-way. These trees will be protected and placed or replaced in kind as conditioned. New landscaping will be installed along the perimeter of the site.

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

The developers are required to comply with all public improvement requirements including parkway improvements and property dedications found by the Department of Public Works to apply to this project. The increase in on-site density and the potential pedestrian and transit traffic generated by the Project necessitate these public improvements.

The Project requires a five-foot wide dedication to widen the rear north-south alley from 10-foot wide to 15-feet in width. As conditioned, all off-site improvements shall provide full compliance with the Americans With Disability Act (ADA). If a dedication of additional right-of-way is necessary to satisfy ADA requirements, as determined during the plan check process, a right-of-way dedication shall be provided.

**E. THE PROJECT CONFORMS TO 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 a residential development and thus is not subject to applicable Transportation Demand Management requirements. The Project's setting is in a transit rich environment with bus lines and the Metro A-Line within walking distance of the site. Additionally, the Project has incorporated storage for up to 15 bicycles into its design.

**F. THE APPROVAL 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. This includes meeting the intent of Leadership in Energy and Environmental Design (LEED) certification, and the PD-30 Program Environmental Impact Report's Mitigation Monitoring and Reporting Program requirement of a minimum 20-percent increased efficiency over current Title 24 standards.

**G. THE PROJECT IS IN COMPLIANCE WITH THE HOUSING REPLACEMENT REQUIREMENTS OF [SECTION 21.11.050](#) OF [CHAPTER 21.11](#) (NO NET LOSS) OR SECTION 21.68.040.E OF THIS TITLE, AS APPLICABLE, AND WILL RESULT IN THE SAME OR GREATER NUMBER OF DWELLING UNITS; AND IN THE CASE OF EXISTING AFFORDABLE DWELLING UNITS, THAT THE DWELLING UNITS WILL BE REPLACED AT THE SAME OR DEEPER AFFORDABILITY LEVELS, AND THAT APPLICABLE TENANT PROTECTIONS OF THE LONG BEACH MUNICIPAL CODE WILL BE MET.**

The project is a new residential development located over two vacant lots. No existing dwelling units will be removed as part of the project.