

## **SITE PLAN REVIEW FINDINGS**

**131 West 3<sup>rd</sup> Street**

**Application No. 1807-11 (SPR18-038)**

**September 19, 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;**

The applicant proposes to build 345 residential units and 14,481 square feet of new ground floor retail space (see project plans in App. No. 1807-11) within two new mixed-use structures (one 23-story tower and one 8-story mid-rise building). An existing named alley (Roble Way) currently bisects the project area that is bounded by West 3rd Street to the south, Pacific Avenue to the west, and West 4th Street to the south. Overall, the project will include 563 parking spaces through the construction of at-grade, above grade, and subterranean parking.

The proposed project would replace an existing surface parking lot with a 23-story high-rise tower at the southern portion of the site (South Tower) and a 8-story mid-rise building (North Building) at the northern portion of the site. The project's architecture is well-planned and has complementary contemporary themes and treatments. An architectural screening treatment would be added at all parking areas above-grade that are not wrapped by residential or commercial uses. High-quality and thoughtful materials choices, including steel frame accents, fiber cement panels, and cast in place concrete, are used throughout the buildings.

Each building is designed in a different style, with the South Tower consisting of offsetting building planes to add visual interest. Residential balconies and amenity decks are integrated into the building offsets to add depth and textural form to the vertical tower. The ground floor retail areas would feature a storefront window system with painted steel frame accents. A shadowbox display window would be featured at the ground level at the south elevation on West 3<sup>rd</sup> Street. The above-grade parking areas would be screened by decorative, perforated corrugated metal panel with a metallic powder coat finish. The upper floors of the tower would feature high-density, fiber cement panel systems with metallic finish infill panel. Balcony and deck areas will feature fiberglass window and patio door systems with an acrylic finish. A steel framed crown with vertical accent lighting would distinguish the skyline shape and presence on the top floor. This level of

design quality and architectural expression is consistent with the highest goals of the Downtown Plan for building design and architecture.

The PD-30 includes design standards for tower development that encourage a transparent design. The tower effectively uses a combination of opaque and transparent wall systems that, in combination with the building form, creates a well composed building that meets the intent of PD-30, although not fully transparent. As noted in PD-30, the building incorporates a design approach that creates an interplay between the solid and transparent forms. The interaction between the ground floor street and paseo facades, parking structure architectural screening, and tower elements meet and read as a cohesive design to the near and distant viewer.

The scale of the north mid-rise building would step down to compliment the adjacent neighboring residential building across West 4<sup>th</sup> Street, to the north. The ground floor retail uses would include a storefront window system with cast-in-place concrete architectural finishes and a steel frame canopy. The overall design of this component of the project would include a contemporary design consisting of a three-part stucco exterior system with a smooth finish at the upper floors. Metal panels with reveal provideance would be vertically integrated into the building design. All balcony areas would include an aluminum frame with glass infill.

A total of 447 parking spaces are required for this project per the PD-30 Plan requirements. This includes one space per unit (345 spaces), guest parking at a rate of one space per each four dwelling units (87 spaces), and one space per 1,000 square feet of retail (15 spaces). The project proposes the 563 parking spaces integrated in both buildings in at-grade, above-grade, and subterranean configurations.

The project site has access from the I-710 freeway off-ramp at Broadway, with on-ramps located one block away on West 3<sup>rd</sup> Street. A local bus stop is located directly in front of the project site on Pacific Avenue and 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 two blocks to the south. The Metro Blue Line (soon to be renamed A Line) also maintains a light rail stop located northwest of the project site, in the Pacific Avenue median between West 4th Street and West 5th 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 stand up to 240 feet tall and a FAR of 8.0, or 500 feet and a FAR of 11.0 with certain sustainability features incorporated into the buildings design. In order to exceed the base FAR of 8.0 in the Height Incentive Area, the applicant is proposing to use a combination of three development incentives for an additional 1.5 of FAR: LEED Silver Certified or Equivalent, Green Roof or Eco-Roof – Option 2: 31-60 percent of footprint, and Public Open Space – Option 1: 10 percent of site. The proposed building heights vary between 85 feet to the top of the mid-rise building and 269 feet to the top of the tower and is in compliance with the maximum permitted height with incentives. These heights are consistent with the level and intensity of development intended for the site by the PD-30 zoning document.

The PD-30 Height Incentive Area is a subarea is 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, and is consistent with the level and intensity of development intended for the site by the PD-30 zoning document.

The project is compatible in design, character, and scale with its surroundings, which include the adjacent mid-rise residential uses on the north side of West 4th Street. The 23-story tower would be substantially taller than the nearby mid-rise buildings, but the incorporation of offsetting building faces and balcony patio areas would break up the massing of the building to soften the presence of the tower structure. The project's form and massing have been designed to be respectful of nearby buildings while making a positive contribution to the streetscape and the Downtown skyline.

**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 set forth 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 most street frontages. In addition, the proposed the placement of active street level uses within the retail space would facilitate an improved pedestrian environment. These areas feature large glass storefront systems and 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 environment, both around the project perimeter, and through the site using a public pedestrian paseo that connects the street frontage through to the rear of the site. The project's buildings have clear design themes for each building component, and use quality, durable materials to achieve them. Visual relief is provided on upper levels of the south tower with the incorporation of a combination of both angular and straight planes featuring a variety of materials. 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 buildings exhibit the most detail at ground levels and make a positive contribution to the streetscape by directly addressing Pacific Avenue, West 3<sup>rd</sup> Street, and West 4<sup>th</sup> Street with quality architectural elevations on each frontage.

The site is located within General Plan Land Use District No. 7 – Mixed Uses. LUD No. 7 is intended for a combination of land uses including retail offices and higher density residences. The proposed mixed use project is consistent with the intent of the district and 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 studio, one-, two-, and three-bedroom units. The additional housing units will contribute to the reduction of the state-wide housing shortage. The projects' inclusion of three-bedroom units helps to satisfy a local shortage in units for larger families as identified in the Housing Element of the City's adopted General Plan.

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

There are currently no trees located on the interior of the project site, as it is currently developed as an at-grade parking lot with no ornamental vegetation. Therefore, no on-site trees that would be removed as part of this Project application.

Street trees are located along West 3<sup>rd</sup> Street, West 4<sup>th</sup> Street, and Pacific Avenue within the public right-of-way. The existing street trees consist of palm trees and non-native species. New street trees will be installed consistent with the 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.

**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 will include several dedications required by the Code and conditions of approval 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, bus stop improvements, and new tree wells, street trees, root barriers, and irrigation systems adjacent to the project site (see 1807-11 conditions of approval).

Most significant is the two (2) foot wide dedication along the named alley (Solana Court) that will be used as the main vehicular access to the proposed parking structures. The required dedication will widen the alley increasing the existing capacity from a current one-way alley to a two-way alley. This widening is instrumental in providing vehicular access to the parking facilities for both the residential units and retail uses.

It is anticipated that 36-inch box trees and associated irrigation systems will be installed along the West 3<sup>rd</sup> Street, Pacific Avenue, and West 4<sup>th</sup> Street 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 the requirements of Section 21.45.400. The project design includes green building project design features for development incentives, which includes LEED Silver Certification or Equivalent as well as Green Roof or Eco-Roof (Option 2: 31-60 percent of footprint).

Additionally, bicycle parking is provided, the rooftop is designed for solar readiness, and the two 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.

## **TENTATIVE TRACT MAP FINDINGS**

**Vesting Tentative Tract Map (TTM18-008)**

**131 West 3<sup>rd</sup> Street**

**Application No. 1807-11**

**September 19, 2019**

Pursuant to Section 20.12.100 of the Long Beach Municipal Code, the Planning Commission shall approve a tentative map if it complies with State and Local regulations. The tentative map can be granted only when positive findings are made consistent with the following criteria set forth in the Subdivision regulations.

**A. THAT THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS:**

The General Plan states: *“A proposed subdivision is consistent when the proposed use and density of development are within the guidelines set forth herein for that property.”* The General Plan Land Use Designation for the subject site is Land Use District No. 7—Mixed Use District (see page 9 of the General Plan Land Use District Map). This designation allows for the blending of different types of land uses that can serve to save time and energy in transportation and communications, simplify and shorten transactions of goods and services, vitalize a site and give it more importance in the urban structure of the City. The combination of land uses intended for the district include office, retail, visitor serving facilities, and higher density residences.

Furthermore, residential uses with high density are deemed appropriate within the activity centers intended within LUD No. 7. The proposed map is requested to merge the six existing lots into a single ground lot and permit the separation of the residential rental units from the retail space and parking components through the creation of airspace lots. This proposed consolidation of the existing ground lots supports the development of a 23-story mixed-use tower and 8-story mixed-use building consistent with the Downtown Plan (PD-30) District.

**B. THAT THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS:**

The site is located within the Downtown Planned Development (PD-30) District (Height Incentive Area), a zoning designation which implements the General Plan Land Use Designation of LUD No. 7 – Mixed Use District. This section of the General Plan states that the purpose of LUD No. 7 is to allow a mixture of housing types, including higher density residential development on the subject site. The vesting tentative tract map merges the six existing lots into a single 1.22-acre ground lot; a lot size which exceeds the minimum requirement of 10,000 square feet for newly created lots within PD-30. The creation of the airspace lots does not affect the physical features of the ground lot.



The tentative tract map subdivides the property into one (1) ground lot and six (6) vertical airspace lots that would cover the proposed development of one mid-rise and one high-rise building containing 345 residential units (combined), ancillary recreational and open space for residents, 14,481 square feet of retail/commercial space, and 563 parking stalls (at-grade, above-grade, and subterranean parking). The proposed subdivision will meet, through the Conditions of Approval, all the requirements for the new development within the land use designation.

**C. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT:**

The 1.22-acre site is currently void of any structures and utilized as a surface parking lot. The site is physically suitable for this type of development as the lot is a relatively flat lot and of sufficient size for the proposed development. The minimum lot size for new lots within PD-30 is 10,000 square feet. Located in the Downtown Plan (PD-30) Area, the development of the project and the subdivision of land into one (1) ground lot and six (6) vertical airspace lots will meet the guiding principles stated within the Downtown Plan on page 9. More specifically the development of the 23-story Tower at the southern portion of the site promotes the development of a *Distinctive Downtown Skyline* that is within walking distance to *Infrastructure* that promotes walking, bicycling and use of public transit. Furthermore, the development of the 345 dwelling units spread throughout the tower and mid-rise buildings is an appropriate type of multi-family development at this location given the surrounding development patterns, the intent of the Zoning Regulations and the General Plan, as described in Section A of these Findings.

The project site is able to accommodate adequate outdoor space, vehicular, and pedestrian circulation and proper landscaping. The project site is in the PD-30 Height Incentive Area, and the proposed building floor area ratio of 9.48 is permitted within the 240-foot height category within the incorporation of development incentives. The project includes three development incentives: LEED Silver Certification or Equivalent, Green Roof or Eco-Roof (Option 2: 31-60 percent of footprint), and Public Open Space (Option 1: 10 percent of site). The proposed Tentative Tract Map would allow for the division of airspace between the residential dwelling units, the retail space, and the residential/retail parking areas within the mixed-use buildings to be separately owned. The airspace lots do not impact the physical suitability of the site for development.

**D. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT:**

Since the proposed development will be constructed on a lot that is currently void of structures and utilized as a surface parking lot it has been evaluated in

accordance with the development standards in the Downtown Plan (PD-30). As previously stated, the proposed development stratifies the appropriate development incentive to allow a FAR of 9.48, where a maximum FAR incentive is allowed.

As previously stated, the proposed development meets the density standards of PD-30 with incorporation of permitted floor area ratio incentives. The individual ownership of all the rental units and retail space does not change the density of development.

**E. THAT THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIAL AND AVOIDABLE INJURY TO FISH AND WILDLIFE OR THEIR HABITAT.**

The project site is currently developed as a surface parking lot within the City's downtown, a highly urbanized area. The project site is surrounded by existing streets and alleys which provides access to the site. The proposed Map merges six existing ground lots and creates one ground lot and six new airspace lots for the purpose of separating the ownership of the commercial, residential, and parking portions of the building.

No fish or wildlife habitat exists on the site as it is currently developed with a surface parking lot. Although the proposed subdivision is not likely to cause substantial environmental damage, the development of the site with one mixed-use tower (23 stories) and one mid-rise mixed-use building (8 stories) will require compliance with the conditions of approval and the adopted Mitigation Monitoring Program adopted as part of the Downtown Plan Program EIR (State Clearinghouse No. 2009017006). In accordance with the California Environmental Quality Act an Addendum was prepared for the Project and determined that the Project will not result in any new significant impacts not already analyzed in the Downtown Plan Program EIR.

**F. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENT IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.**

No Impacts detrimental to the general welfare of the public are foreseen from the approval of the tentative tract map to allow for the subdivision of the property into one (1) ground lot and six (6) vertical airspace lots. Included as a part of the map are dedications to increase the width of the named alley, Solano Court, which runs north to south along the east property line. The increased width is necessary in part to satisfy the needs of emergency access vehicles, trash haulers, and vehicle circulation which may need to service the area. The proposed subdivision will be conditioned to require the recordation of covenants,

conditions, and restriction to ensure shared access to common areas, amenities, parking and responsibilities related to maintenance, etc.

In accordance with the California Environmental Quality Act, an Addendum to the Program Environmental Impact Report (PEIR) for the Downtown Plan was prepared. The Addendum prepared for the project does not anticipate any additional environmental impacts associated with the project that have not already been considered and part of the PEIR relating to the subdivision of the project.

**G. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE OR ACCESS THROUGH OR USE OF THE PROPERTY WITHIN THE PROPOSED SUBDIVISION:**

All concerned City Departments have reviewed the Tentative Tract Map in conjunction with the plans for overall development of the site. The Applicant will be required to provide all necessary public access easements as required in the conditions of approval for the project. Therefore, no conflict with respect to easements will result from the tentative Tract Map.