

SITIE PLAN REVIEW FINDINGS
2851 Orange Ave. (Spring Street Business Park)
Application No. 1802-22 (SPR18-011)
July 2, 2020

Site Plan Review Findings

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 developer proposes to grade the site and construct three new concrete “tilt up” industrial buildings with accessory office uses for a total of 160,673 sq. ft. of floor area. The three buildings vary in size, and each includes mezzanine space for office area up to 25 percent of the square footage of each building. Building 1 is 39,812 sq. ft., inclusive of 3,000 sq. ft. of mezzanine, and may have up to 9,953 sq. ft. of office area, and 4 dock-high doors. Building 2 is 48,745 sq. ft., inclusive of 3,000 sq. ft. of mezzanine, and may have up to 12,186 sq. ft. of office area, and 6 dock-high doors. Building 3 is 72,116 sq. ft., inclusive of 4,000 sq. ft. mezzanine, and may have up to 18,029 sq. ft. of office area, and 8 dock-high doors. Access to the site will be taken from Spring Street and Orange Avenue, with the Spring Street driveway serving Building 1, and the Orange Avenue driveway serving Buildings 2 and 3. All three buildings will be one story, with an interior mezzanine, and may be up to 45 feet in height per the standards of the IM zoning district. (See plans and project description for Application No. 1802-22 for additional details).

The project is designed in a modern architectural style, with tilt-up concrete walls as the primary building material finished in a palette of off-white and two gray tones of paint, with clear anodized window mullions, blue reflective glazing, and high-gloss gray metal canopy architectural accents. The glazing patterns for the ground floor and office mezzanines provide architectural focus at the building corners and entries, as well as vertical reveals with concrete and glazing patterns on every elevation for each building. Additional interest is provided by score lines in the tilt-up concrete walls and patterns created with the paint palette. The project’s architectural design has been reviewed by the Staff Site Plan Review Committee and found to be of the appropriate high quality that is expected of new industrial developments. Additionally, the design is in compliance with the context and design standards of the Land Use Element of the General Plan. Although many of these standards apply to the appropriate buffering of a NeoIndustrial PlaceType

from adjacent residential uses (which is not applicable here as the nearest residential use is approximately 1,200 feet away), or the reuse of existing buildings, the project nevertheless complies with the other applicable standards concerning quality of design materials and sustainable design strategies.

The project is located in a predominately industrial and commercial area on the border between the cities of Long Beach and Signal Hill. Nearby buildings and uses consist of:

- North across Spring Street: A MySnug camper shell sales facility and Maxim Crane Works yard to the north across Spring Street; this area is within the City of Long Beach and is zoned as IM.
- East across Orange Avenue: A Signal Hill Petroleum facility and the Signal Hill Business Park in the City of Signal Hill; these parcels are zoned as General Industry (GI) by the City of Signal Hill.
- South and West: a 48-acre oil extraction site is located to the south and west, located in the City of Long Beach and now owned by the City. 11 acres of this site is now home to Willow Springs Park, the remainder being current and former oil extraction facilities; this area is zoned as Park (P).

The proposed development, consisting of one-story-plus-mezzanine industrial buildings up to 45 feet tall, are compatible in scale and character with the surrounding uses and developments. 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;

Positive Finding: The design is in compliance with the context and design standards of the Land Use Element and Urban Design Element of the General Plan for the NeolIndustrial PlaceType in which the project is located. Many of these standards and policy goals identified in the LUE/UDE apply to the appropriate buffering of a NeolIndustrial PlaceType from adjacent residential uses, which is not applicable here as the nearest residential use is approximately 1,200 feet away; other standards and guidelines also are devoted to the reuse of existing buildings, which also does not apply as the project is new construction. However, the project nevertheless complies with the remaining applicable standards in the LUE/UDE for the NeolIndustrial PlaceType concerning quality of design materials and sustainable design strategies. The project is designed in a modern architectural style, with tilt-up concrete walls as the primary building material finished in a palette of off-white and two gray tones of paint, with clear anodized window mullions, blue

reflective glazing, and high-gloss gray metal canopy architectural accents. The glazing patterns for the ground floor and office mezzanines provide architectural focus at the building corners and entries, as well as vertical reveals with concrete and glazing patterns on every elevation for each building. Additional interest is provided by score lines in the tilt-up concrete walls and patterns created with the paint palette. The project's architectural design has been reviewed by the Staff Site Plan Review Committee and found to be of the appropriate high quality that is expected of new industrial developments.

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

- The project promotes the appropriate infill of a vacant site suited to industrial development, and it will result in street reconfiguration including wider sidewalks, sidewalks where there currently are none, and dedicated bike lanes;
- The project will enhance the appearance of the street corridor through high-quality design and materials,
- The project will provide off-site enhancements to Willow Springs Park, which will help support park use, physical activity, and healthy lifestyles;
- The project will use sustainable design practices and will incorporate potential space for rooftop solar panels, retention of on-site stormwater, and enhanced landscaping;
- The project will improve public infrastructure by enabling a key segment of the Orange Ave. bikeway to be improved through the required dedication of right-of-way on the western side of Orange Ave., with striping and median construction in accordance with the City's Bicycle Master Plan, part of the Mobility Element of the General Plan; and
- The project will support economic development and employment by providing tenant spaces for new light industrial businesses.

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

Positive Finding: The project site has been disturbed and graded several times in the past twenty years and contains no significant mature trees. Nonetheless, a condition of approval will require the developer to protect in place and retain any healthy mature trees where this would be feasible in parking and landscaping areas on the proposed site plan (see conditions of approval).

4. 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 include:

- Demolition and reconstruction of the sidewalk, curb, gutter, and bus pad on Orange Ave. to create an 8-foot-wide sidewalk (5 feet wide with a 3-foot parkway), a 6-foot-wide bike lane, and a 6-foot-wide median, all within a required 20-foot dedication. Immediately south of the intersection with Spring St., required bike lane is 7 feet wide with an 8-foot-wide median and a bus stop;
- Installation of tree wells, new street trees, and root barriers on the improved Orange Ave. right-of-way;
- Demolition and reconstruction of the three curb ramps within City of Long Beach jurisdiction at the intersection of Spring St. and Orange Ave. (excluding the southeast corner of the intersection in the City of Signal Hill), to construct new ADA-compliant curb ramps;
- Repair or reconstruction of cracked, deteriorated, or uplifted/depressed sidewalk sections on Spring St. adjacent to the project site;
- Further improvements and reconfigurations of the intersection of Orange Ave. and Spring St., as shown on an exhibit to the Technical Advisory Committee (TAC) comments for the project (see project file for Application No. 1802-22), the scope and configuration of which is agreed upon between the cities of Long Beach and Signal Hill per the documentation in the project file and the project EIR (see Spring Street Business Park Project EIR); and
- Further right-of-way and off-site improvements as detailed in the project file, conditions of approval, project EIR.

There is an essential nexus between these improvements, which will bring the partially-unimproved Orange Ave and Spring St. rights-of-way adjacent to the project site up to current code standards. Currently, no sidewalk exists on Orange Ave. adjacent to the project site, and the roadway and intersection with Spring St. are not configured in a way that complies with the Mobility Element of the General Plan and the City's Bicycle Master Plan. These improvements are necessary to bring the roadway and right-of-way up to current standards adjacent to the project site and in the off-site areas that will be most immediately used by the project site's generated traffic, including both employees and commercial trips. Furthermore, these improvements are necessary to mitigate environmental impacts generated by this project to a level of less than significant, or to mitigate impacts that cannot be reduced to a level of less than significant to the greatest extent feasible, as

required by CEQA. These impacts and required improvements and mitigations are discussed further in the project EIR (see Spring Street Business Park EIR).

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		

Positive Finding: The proposed development contains more than 100,000 square feet of non-residential space and is subject to an EIR, so all items in the above list will apply and will be implemented as conditions of approval. The project will be revised as necessary to provide these required items (see conditions of approval for Application No. 1802-22).

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

Positive Finding: Per Section 21.45.400, for a new nonresidential building of 50,000 sq. ft. or more, the project will be required to meet the intent of LEED at the Certified level. This can be achieved either through registering the project with the US Green Building Council and obtaining LEED certification, or by providing a third-party certification that the project meets the requirements of the LEED Certified level. 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, this will be a requirement for issuance of building permits for the project and will be enforced by the Building & Safety Bureau of the Department of Development Services.