

Exhibit H

SITE PLAN REVIEW FINDINGS

**201 – 245 W. Pacific Coast Highway and 1827 Pacific Avenue
Application No. 1810-26 (ZCHG18-0006, ZCA 18-008, SPR18-054, LMG 18-032)
November 5, 2020**

Pursuant to Section 21.25.506 of the Long Beach Municipal Code (LBMC), 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 project site is located on the north side of Pacific Coast Highway between Cedar Avenue and Pacific Avenue. Pacific Coast Highway is a major north-south State highway under the jurisdiction of the California Department of Transportation (Caltrans) that runs along most of the California Pacific coastline. In the City of Long Beach, Pacific Coast Highway runs east-west, and is primarily a commercial corridor with some residential uses. The project site encompasses four parcels for a total project area of 1.59 acres. The western half of the project site is occupied by commercial buildings/uses. The eastern half of the project site is currently vacant and is a former redevelopment site. The developer seeks to demolish the existing commercial buildings and construct a new five-story, mixed-use project, consisting of 138-market-rate residential units and 24,911 square feet of commercial area.

The project site is zoned Regional Highway District (CHW), Community Automobile Orientated (CCA) and Two Family Residential (R-2-N) Districts and requires a Zone Change to Midtown Specific Plan (MTSP) Transit Node (TN) district) to facilitate development of the mixed-use development.

The project will consist of two, five story buildings, as one, mixed-use development project which consists of 138-market-rate residential units and 24,911 square feet of commercial area. The larger of the two buildings – The Pacific Building, is located on the northwest corner of Pacific Avenue and Pacific Coast Highway. This building will sit over five lots which totals 36,330 square feet of land. The Cedar Building is located on the northeast corner of Cedar Avenue and Pacific Coast Highway. The two buildings will sit over four lots which totals 27,528 square feet of land. A north-south alley biceps the Cedar and Pacific, however the buildings will be connected by raised pedestrian bridges that expand across the alleyway.

The project site is surrounded by residential and commercial uses. Single-family and multi-family residential development is located to the north of the Project Site along Cedar Avenue. Commercial uses are located east of the Project Site across Pacific Avenue. One single-family home fronts along Pacific Avenue just east of the Project Site. Pacific Coast Highway immediately borders the Project Site to the south. Commercial uses are located along the Pacific Coast Highway and Pacific Avenue. Single-family and multi-family development are located just south of the commercial uses along Pacific Coast Highway. Cedar Avenue immediately borders the Project Site to the west. A one-story commercial building fronts Pacific Coast Highway and a one-story multifamily building is across the street from the Project Site on Cedar Avenue. Commercial uses are located along the Pacific Coast Highway. Single-family and multi-family development are located to the west of the Project Site along local streets. The prevailing height of residential and commercial buildings in the vicinity is generally one and two-story.

The design of the proposed development reflects a modern architectural style with a flat roof and parapet consisting white-colored stucco accented with grey-colored cement board and dark brown wood cladding. The building will also feature white vinyl windows and black metal guardrails. Landscaped alcoves are featured on the buildings elevations which provide added greenery to the building's white colored walls. The Cedar building, which is adjacent to one and two-story residential uses, will range in height from 29 feet along the north property line and will step up to 67 feet along Pacific Coast Highway. In respect to the proximity to residential properties to the north, the five-story Cedar building features a terraced design that steps up in height placing the bulk and mass towards Pacific Coast Highway. The Pacific building, which is adjacent to commercial uses, will range in height from 62 to 67 feet where 65 feet is generally permitted with allowances for greater heights for architectural projections.

The mixed-use project would serve as an appropriate transition between the traffic existing traffic and commercial uses that flank Pacific Coast Highway and the single-family residences that abut the corridor. The single-family residences located immediately north of the project site will be buffered by landscaping to help screen views, and the building height to reduce noise impacts from Pacific Coast Highway.

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 Land Use Element (LUE) of the General Plan identifies the subject property as Transit Orientated Development (TOD-L). This PlaceType is a mixed-use land use designation that allows commercial and residential uses such as apartments

and condominiums. The proposed Zone Change from Regional Highway District (CHW), Community Automobile Orientated (CCA) and Two Family Residential (R-2-N) Districts to Midtown Specific Plan (MTSP) Transit Node (TN) district implements this Place Type and would facilitate the mixed-use development. . The General Plan Land Use Placetype TOD-L is characterized with densities up to 44 dwelling units per acre and five stories in height. The MTSP TN-L district allows a floor area ratio (FAR) of 3.0 and up to 65 feet in height and a maximum of five stories for parcels with depths of 200 feet or greater. There is no maximum density prescribed within the Zoning District but rather density is controlled by the development standards for residential uses including height, setback, parking, etc. The General Plan Land Use Map permits building heights up to seven stories for the development site. The project is proposed with a density of 87 dwelling units per acre, a FAR of 2.6, will have a maximum height of 64 feet and five stories. The proposed density conforms to the development standards of the MTSP TN-L and is considered consistent with the general characteristics of the Placetype TOD-L; it anticipates higher density residential mixed with commercial uses in a proximity to transit. Although higher densities are anticipated it is understood that most existing lots are much smaller than this project site which totals 1.59 acres and are previously developed with active uses making it improbable for many more lots to be redeveloped at this density. The density here is consistent for the PlaceType and is supported by its proximately to high transit area. The eastern edge of the project is located just outside of the 1/4 mile, the determined radius for walkability, from the “A” line but is well within the critical one-mile distance for potential riders. The project site is also located along Long Beach Transit bus routes with bus stops located adjacent to the site on Pacific Coast Highway and Pacific Avenue.

The project design conforms to the design guidelines of the Midtown Specific Plan such as density, height, and neighborhood compatibility.

Transit Oriented Development Low Place Type

	Characteristics	Proposed
Density	44 dwelling units/acre	87 dwelling units/acre
Height	7 stories	65' (5 stories)
Use	Mixed-Use	Mixed- Use (Grocery store, coffee shop, residential)

The project includes 138 market rate residential units, for which there has been an expressed need in the City. The project will not only redevelop an underutilized and vacant site, but also help contribute to increasing the supply of housing to combat the regional and state-wide housing shortage. The project is consistent with the Regional Housing Needs Assessment (RHNA) inventory which includes primarily vacant or underutilized commercial properties with limited existing residential uses. Specifically, the project implements the following Housing Element Goals and Policies:

- Housing Element Policy 4.1: Encourage a balance of rental and homeownership opportunities, including high quality apartments, townhomes, condominiums, and single-family homes to accommodate the housing needs of all socioeconomic segments of the community, including large families;
- Housing Element Policy 4.5 Encourage 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;
- Housing Element Policy 4.6: Maintain a vacant and underutilized residential sites inventory, including City-owned sites, and assist residential developers in identifying land suitable for residential development.

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

There are existing palm trees located on the project site which will be removed make way for the new development. The existing street trees located on Pacific Avenue, Cedar Avenue and on Pacific Coast Highway will remain.

As part of the landscaping plan for the proposed project, the applicant proposes to improve the site with new perimeter landscaping and landscaping throughout the development which includes new trees such as Lagerstoemia Indica, Arbutus unedo, Phyllostachys nigra, Rhapsiolepis indica and Strelizia Nicolai and drought tolerant scrubs and plants such as Aeonium Kiwi, Anigozantho, Cuphea hyssopifolia, and Euonymus japonicus golden.

The Developer shall provide for tree wells, new street trees with root barriers and irrigation along Pacific Coast Highway, adjacent to the project site, subject to the approval of the California Department of Transportation. New street trees along Cedar and Pacific Avenues will also be planted by the applicant in accordance with LBM 21.42.050.

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 include several dedications, required by the Code and conditions of approval, to offset the capital improvements to public infrastructure necessary to support the mixed-use project. These improvements include construction of off-site improvements needed to provide full Americans with Disabilities Act (ADA) accessibility compliance within the public right-of-way adjacent to the project; removal of unused driveways and curb cuts and replacement with full-height curb, curb

gutter and sidewalk; reconstruction of sidewalk, curb, and curb gutter; new street trees with root barriers; and irrigation systems adjacent to the project site (See App no. 2018-26 for Conditions of Approval).

The most significant of the improvements are the following dedications and improvements required by Public Works:

- Alley widening to a full 20-feet of width.
- Alley re-paving adjacent to the project site
- Installing lighting in the alley.
- Undergrounding utilities in the alley.

Due to the size of the development and the projected increased use of the public right-of-way adjacent to the project site, by automobiles, bicyclists, and pedestrians, an essential nexus exists for these public improvements.

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 is predominantly residential in nature and includes a 24,911 square foot non-residential component which is below the 25,000 square foot threshold in Table 25-1; therefore, the project is exempt from Transportation Demand Management requirements.

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

The project consists of a mixed-use project with over 50 dwelling units (a total of 138 market rate residential units) in two buildings and is subject to the Green Building Standards for public and private development contained in LBMC 21.45.400. As a condition of approval, the project will have to demonstrate meeting the applicable sustainable building standards. Green buildings are designed to meet certain objectives such as protecting occupant health; using energy, water and other resources more efficiently; and reducing the overall impact to the environment.

ZONING CHANGE AND ZONE CODE AMENDMENT FINDINGS

**201 – 245 W. Pacific Coast Highway and 1827 Pacific Avenue
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November 5, 2020**

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings:

1. THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA; AND

The project site is currently zoned Regional Highway District (CHW), Community Automobile Orientated (CCA) and Two Family Residential (R-2-N) Districts. Mixed use development projects are not permitted in the CHW, CCA or the R-2-N Districts. The applicant seeks a Zone Change to the Midtown Specific Plan (MTSP) Transit Node (TN) district to facilitate the mixed-use development. The MTSP TN is consistent with the General Plan's Land Use Designation, Transit Orientated Development (TOD-L). This PlaceType is a mixed-use land use designation that allows commercial and residential uses at higher densities such as apartments and condominiums.

The project is surrounded by residential and commercial uses to the north, commercial uses to the west, east and south. The mixed-use project would serve as an appropriate transition between the existing traffic and commercial uses that flank Pacific Coast Highway and the single-family residences that abut the corridor. The single-family residences located immediately north of the project site will be buffered by landscaping to help screen views, and the building height to reduce noise impacts from Pacific Coast Highway. Construction of the project would not negatively affect the character of the existing neighborhood, nor would it adversely affect its livability.

2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN.

The Land Use Element of the General Plan states that the City of Long Beach is committed to continuing its tradition of improving the physical environment by achieving multiple and interrelated land use goals including, but not limited to, offering broad-based housing opportunities. The General Plan's Land Use Element, adopted in December 2019, designates the project site as the Transit Orientated Development - Low (TOD-L). This PlaceType is a mixed-use land use designation that allows commercial and residential uses such as apartments and

condominiums. This PlaceType allows for multi-family residential and commercial buildings on larger parcels of land, up to seven stories in height. The TOD-L Placetype encourages the multi-family housing at densities that provide a transition from lower-density single family neighborhoods to higher density housing planned along transit routes such as Pacific Coast Highway and Pacific Avenue.

The surrounding neighborhood consists of single story commercial and one and two-story residential uses. The Land Use Element identifies the development of new multifamily housing along commercial corridors as an important strategy in this area of Long Beach. Additionally, the Land Use Element identified the needs for neighborhood and community serving uses specifically grocery uses in the Westside/Wrigley neighborhoods. The project would be consistent with the City's General Plan by creating new multifamily housing in the vicinity of commercial uses and that would be consistent with the character of surrounding neighborhood.

The Zone Change implements the LUE goals policies for example, Goal No.3 – Accommodate Strategic Growth and Change. LU Policy 7-4 Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development. Goal No. 5: Diversify Housing Opportunities. LUE Policy 13-2- Provide new housing opportunities in neighborhood-service centers and corridors within transit-oriented development areas and downtown.

The applicant seeks a Zone Change to Midtown Specific Plan (MTSP) Transit Node (TN) district. The proposed MTSP-TN-L district will better align the existing zoning designations of the parcels to their PlaceType outlined in the Land Use Element and facilitate the construction of housing on otherwise underutilized and vacant lots. The Land Use Element identifies the development of new multi-family housing along commercial corridors as an important strategy in this area of Long Beach. The zone change to the MTSP-TN-L district would support the production of housing in this location which is consistent the TOD-L Placetype designation of the General Plan. The project would be consistent with the City's General Plan by creating new market rate apartments. A mixed-use project that include new grocery store in the vicinity of residential uses would support the character of surrounding residential neighborhood and be consistent with the existing commercial uses along Pacific Coast Highway.

3. IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.

The proposed change does not involve the rezoning of an existing mobile home park. The western half of the project site is occupied by commercial buildings/uses. The eastern half of the project site is currently vacant and is a former redevelopment site.

LOT MERGER FINDINGS

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November 5, 2020

- 1. ANY ONE OF SUCH CONTIGUOUS PARCELS OR UNITS HELD BY THE SAME OWNER DOES NOT CONFORM TO THE MINIMUM SIZE STANDARDS AS REQUIRED BY THE ZONING REGULATIONS, AND AT LEAST ONE OF SUCH CONTIGUOUS PARCELS IS NOT DEVELOPED WITH A SEPARATE BUILDING FOR WHICH A PERMIT HAS BEEN ISSUED BY THE CITY; OR**

The project site located on the north side of Pacific Coast Highway between Cedar Avenue to the west and Pacific Avenue to the east. The development site consists of nine lots, totaling 1.59 acres, which are bisected by an unnamed alley that runs north to south. A Lot Merger is required to consolidate the lots on each side of the alley into two, single lots. The Pacific lots (east of the alley) consist of five lots which will be merged into a single lot totaling 36,330- square- feet of land. The Cedar lots (west of the alley) of four lots which will be merged into one single. 27,528 square- feet of land. Each new lot exceeds the minimum 10,000 square foot size required in the Midtown Specific Plan District.

- 2. A SINGLE PROJECT IS DEVELOPED ON CONTIGUOUS LOTS IN SUCH A MANNER THAT ONE OR MORE OF THESE RECORDED LOTS COULD BE SOLD SEPARATELY FROM THIS PROJECT BUT WILL RESULT IN REDUCTION OF REQUIRED PARKING, SETBACKS, OPEN SPACES, OR VIOLATION OF OTHER DEVELOPMENT STANDARDS AS SPECIFIED IN THE CURRENT ZONING REGULATIONS.**

The project site located on the north side of Pacific Coast Highway between Cedar Avenue to the west and Pacific Avenue to the east. The project site consists of nine lots, totaling 1.59 acres, which are bisected by an unnamed alley that runs north to south. The development is proposed across all nine lots and will be connected by raised pedestrian bridges which allow occupants to share parking, and the project amenities such as open space areas, community rooms, and the fitness room.