

TENTATIVE TRACT MAP FINDINGS

200 E. 14th Street

Application No. 2001-21 (TTM20-001)

March 4, 2021

Tentative Tract Map Findings

Pursuant to Section 20.12.100 of the Long Beach Municipal Code, the Planning Commission shall approve a tentative map if the map complies with State and local regulations and if all of the following findings are made:

1. THAT THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS;

Positive Finding: The General Plan's Land Use Element, adopted in December 2019, designates the project site as Transit-Oriented Development-Moderate (TOD-M) PlaceType. The TOD-M PlaceType is applied directly adjacent to the Metro A Line (formerly Blue Line) stations and encourages multi-family housing at densities that support mass transit's function and public investment. New housing and public amenities are desirable near each station along the transit corridor (Long Beach Boulevard). The PlaceType and the corresponding Midtown Specific Plan Transit Node District support higher-density development within a one-quarter mile of the local rail stations. Also, urban, moderate density apartments and condominiums with an average density of 62 units/acre are envisioned in the TOD-M PlaceType.

One of the citywide goals identified in the Land Use Element is to offer an increasingly diverse housing stock (Goal No. 5 of the Land Use Element) whereby policies and practices would continue to promote and expand affordable housing options by accommodating a range of housing types. Under this goal, the City aims to ensure an equitable distribution of housing types for all income groups throughout the City, thus avoiding concentrations of below-market-rate housing in underserved and low-income neighborhoods.

The proposed project consists of the development of thirty-six, 3-story condominium units among four different buildings on a site of approximately one acre. Each unit will have a garage on the ground level, in either a standard or tandem configuration. The unit mix consists of sixteen, 3-bedroom/3.5 bathroom dwellings and twenty, 2-bedroom/2.5 bathroom dwellings. The project will include affordable housing units as follows:

- Two (2) very-low-income units (5.5%);
- Twenty (20) low-income units (55.5%);
- Fourteen (14) near market rate units (38.8%)

The proposed 36-unit condominium is consistent with the City's Goal No. 5, of offering an increasingly diverse housing stock. Specifically, the project addresses the City's housing needs through Strategy No. 12 – to “diversify Long Beach’s housing stock” and Strategy No. 13 – to “facilitate housing type distribution”. In particular, LU Policy 12-1 sets out to allow 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. Furthermore, LU Policy 12-2 encourages the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place; the proposed project is consistent with this policy and, in particular, it provides affordable and market-rate multi-bedroom family units which tend to be in short supply and fulfill an important need in the City's housing stock.

The proposed project features an assortment of housing layouts for 2 and 3-bedroom units ranging from 1,638 square-feet to 1,961 square-feet in size. The inclusion of very-low-income and low-income dwelling units into the project is consistent with the goal of expanding affordable housing options throughout the City. Furthermore, the introduction of a condominium complex that allows individual ownership of each unit will further contribute to the variety of housing in the immediate area, which has several single-family residential properties and multi-family residential rental properties. The project site is located only ½ a block away from the Long Beach Boulevard transit corridor. The nearest Metro A Line station is located approximately 545 feet from the project site. Therefore, the project captures the intent of the TOD-M PlaceType to locate new housing development within a one-quarter mile radius of local rail stations.

The Urban Design Element of the General Plan also sets forth several goals aimed at providing quality development that correlates directly with the proposed project. Strategy No. 14 within the Urban Design Element calls for building types and forms to “contribute to the PlaceType they are sited within...”. Policy UD 14-1 calls for the proper scaling of a building's form (i.e. height and massing) to the primary street it fronts on. Further, Policy UD 14-9 looks to “support development which blends the form, mass, and profile of individual homes with the natural terrain and neighborhood context in order to minimize the visual impact on the site and surrounding neighborhood.”

The project site is located on the northeast corner of 14th Street and Locust Avenue, two local collector streets. As these streets are not considered major thoroughfares, 3-story residential development with ownership opportunities is appropriate. The inclusion of open space between building structures further contributes to the appropriate massing along 14th Street, which breaks up the

building streetwall and provides visual relief. Based on the surrounding land use composition (commercial strips, 7-story multi-family residential development, and single-family dwellings), the proposed development appropriately blends form, mass and profile. The proposed project is consistent with LU Policy 12-1 and 12-2, Policy UD 14-1 and Policy UD 14-8.

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 project site is located in the Midtown Specific Plan (SP-1) area, within the Transit Node District. SP-1 provides a framework for the development and improvement of a 375-acre corridor along Long Beach Boulevard. It establishes a land use plan and regulations, infrastructure requirements, design guidelines, and implementation strategies necessary to achieve the goal of creating a vibrant and thriving community. Design guidelines that are applicable to the project site include requirements for Building Design, Facades and Streetwalls, Open Space, Circulation and Parking, and Landscaping:

- Building Design – The project complies with the SP-1 building design standards with its massing and scale, roof treatment, and building colors and materials. The applicant proposes to develop the property into a 36-unit condominium development among four buildings, each with a maximum of three stories and 50'-0" in height. The incorporation of four distinct buildings to house the 36 residential units works to break up the massing and scale of the development, specifically along 14th Street and Locust Avenue. The proposed development will not overwhelm the existing scale of the neighborhood that has several multifamily residential properties currently exceeding 3-stories and 50'-0" in height. Roof treatment standards are satisfied with the incorporation of varied roof heights, different configurations for gable roofing patterns and dormers, and openings to break the monotony of a continuous ridgeline. Regarding building colors and materials, the project is designed in a contemporary architectural style that uses high-quality materials and contrasting colors. Materials include stacked stone at the base of some of the residential units, and smooth stucco and fiber-cement siding as the main body of each building in nine different colors ranging from earth tones to different shades of gray.
- Facades and Streetwalls – The project consists of four building clusters, each with a number of individual residential units. To satisfy SP-1's streetwall standards, the four building clusters incorporate alternating materials and colors with adjacent units, while keeping consistent floor heights and structural patterns. Each building façade, particularly along 14th

Street, provides elements of articulation with a building base, body, and roof. The 14th Street building frontage provides variation in the depth of individual wall frontages to create a staggered façade and preclude the existence of any significant expanses of flat or blank walls. Furthermore, each residence has a clearly pronounced entrance with direct at-grade access from the sidewalk.

- Open Space – The project is designed with two of the four building clusters fronting 14th Street. One of those building clusters (Building 1) is oriented in an east/west direction, parallel to 14th Street. The other of those building clusters (Building 4) is oriented in a north/south direction, perpendicular to 14th Street. Site layout provides a “break” between the two building clusters, in which a significant stretch of open space is incorporated (although SP-1 does not require common open space for residential projects). It corresponds to the adjacent park uses located on 14th Street, just north of the project site. The project also includes a second open space area located in the southeast corner of the property. Both areas include outdoor seating, hardscaping, landscaping, and barbeque pits.
- Circulation and Parking – To the extent feasible, vehicular access and circulation on the project site is designed to minimize conflicts with pedestrians and other vehicles. Per SP-1’s requirement of minimizing the number of site access points, the project only includes a single vehicular point of entry along Locust Avenue, considered a minor secondary street. The proposed driveway will provide access to individual garage spaces for Buildings 1 & 2, while Buildings 3 & 4 will have garage space access from Palmer Court alley (to the east of the site) or the unnamed alley to the south of the site. Each residential unit will have a ground-level garage with access provided away from 14th Street, to meet the parking standards of SP-1.
- Landscaping - The project site is currently a vacant dirt lot with no trees on-site. As shown on the submitted site plan, this project will result in the inclusion of 30 new trees on-site. The project will also include ground cover and shrubs throughout the property to meet or exceed applicable landscaping standards. Conditions of Approval are included to require compliance with all applicable landscape standards set forth in Title 21 of the Long Beach Municipal Code (LBMC). Conditions will also require compliance with the any applicable regulations of the Department of Public Works Street Tree Division. These regulations include the requirement for parkway trees to provide shade cover at a minimum of 50% of the total area of public right-of-way after 5 years.

3. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT;

Positive Finding: The project site consists of a vacant dirt lot, with a flat topography. It is approximately 43,587 square-feet in area (1 acre). The proposed project includes 36 condominium units each consisting of three stories, two distinct common open space areas (located along 14th Street and in the southeast corner of the site), pedestrian paths and driveway aisles on a site of approximately one acre. The merged lots exceed the minimum required lot size of 10,000 square feet for lots located within the Transit Node District (TND) of SP-1. Furthermore, on lots less than 200 feet in depth, the TND allows a maximum height of 50'-0", a maximum of four stories, and a Floor Area Ratio of 2.0. This project has been granted Site Plan Review approval on September 23, 2020, as a by-right residential use that complies with the preceding development standards. The project will be developed in a manner that is consistent with the standards of SP-1. Therefore, the development of 36 condominium units among four building clusters is suitable for the project site.

4. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT;

Positive Finding: Within SP-1, residential density standards are based on two key determinants: **maximum floor area ratio (FAR)** and **minimum unit size**. Section 21.15.1090 of the LBMC defines FAR as being obtained by "dividing the gross floor area of a building or buildings located on a lot or parcel of land by the total area of the lot..." Per SP-1, the project site has a maximum FAR standard of 2.0, which equates to a total gross floor area allowance of 87,174 square-feet (43,587 sq. ft. lot X 2.0).

The minimum residential unit size allowed in SP-1 is 600 square feet. By dividing the total gross floor area allowance (87,174 sq. ft.) by the minimum unit size (600 sq. ft.), the resulting number is 145. Therefore, 145 dwelling units are theoretically allowed at the project site. Other factors such as required parking, building setbacks, and height limits significantly reduce the feasibility of developing 145 units on such a site. Nevertheless, 145 units is the baseline of what is permissible on the project site based on specific plan development standards. The proposed project only consists of the construction of 36 condominium units, significantly less than the allowed density. The project complies with the 50'-0" height limit and the four-story maximum for number of floors. Furthermore, additional space is available to allow the provision of outdoor common open space, even though it is not required in SP-1.

5. 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 HABITAT;

Positive Finding: The proposed subdivision is for the purpose of allowing individual ownership of the 36 dwelling units that have been approved by the Site Plan Review Committee on September 23, 2020 at the project site. The approved project is consistent with and compatible with the various land uses in the immediate neighborhood, which include multi-family residential properties, commercial strips and parks. The Midtown Specific Plan, which was adopted in 2016, included a Program Environmental Impact Report (EIR). The EIR analyzed the potential environmental impacts associated with a plan area buildout of 3,619 dwelling units and 2,997,265 square-feet of commercial floor area. Issues that were identified as “potentially significant” were addressed in the EIR. The project is in compliance with the development standards and design guidelines stipulated in the SP-1 ordinance and therefore falls under the scope of the previously certified EIR. Conditions of approval include several mitigation measures that are required during various stages of project development. The recordation of the subdivision map will not introduce additional impacts that have not already been identified and analyzed in the EIR. The project site is within an urbanized area in which no natural fish or wildlife habitats have been identified.

6. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENT IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS; AND

Positive Finding: The proposed subdivision is for the purpose of allowing individual ownership of the 36 dwelling units that have approved by the Site Plan Review Committee on September 23, 2020 at the project site. The approved project is consistent with and compatible with the various land uses in the immediate neighborhood, which include multi-family residential properties, commercial strips and parks. The Midtown Specific Plan, which was adopted in 2016, included a Program Environmental Impact Report (EIR). The EIR analyzed the potential environmental impacts associated with a plan area buildout of 3,619 dwelling units and 2,997,265 square-feet of commercial floor area. Issues that were identified as “potentially significant” were addressed in the EIR. The project is in compliance with the development standards and design guidelines stipulated in the SP-1 ordinance and therefore falls under the scope of the EIR. Conditions of approval include several mitigation measures that are required during various stages of project development. The site is served by existing streets and alleys and other infrastructure, including public transit, as it is an urbanized area. The recordation of the subdivision map will not introduce additional impacts that have not already been identified in the EIR. Therefore, recordation of the proposed subdivision map is not anticipated to cause serious public health or safety problems.

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

Positive Finding: The proposed subdivision has been reviewed by the City of Long Beach Department of Public Works. As noted by Public Works, proposed plans show construction within the vicinity of existing utility poles and overhead lines along 14th Street, adjacent to the project site. Public Works has included a condition of approval requiring the developer to underground overhead lines and resolve all matters of easement and/or utility lines encroachment to the satisfaction of the interested agency, city department, and the Director of Public Works. The proposed project will not interfere with interior site access of any kind.