

SITE PLAN REVIEW FINDINGS

131 West 3rd Street

Application No. 2010-32 (MOD20-008)

April 1, 2021

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 271 residential units and 11,912 square feet of new ground-floor retail space (see project plans in App. No. 2010-32) within one new mixed-use structure (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 north. A General Plan Conformity was approved on November 12, 2019, for the vacation of the alley as part of the previously approved project, but the alley vacation process has not been fully executed to date. Overall, the project will include 352 parking spaces (unique) (395 spaces including tandem) through the construction of at-grade, above grade, and subterranean parking.

The proposed project would replace an existing surface parking lot with an 8-story mid-rise building. The project's architecture incorporates high-quality exterior building materials and architectural elements that vary and yet are complementary. The building materials and architectural design treatments, including articulation, are carried throughout both the north and south portions of the project and serve to maintain cohesiveness while breaking up the building massing. All above-grade parking areas are wrapped by residential or commercial uses. High-quality and thoughtful materials choices, including metal panels for "C-Channel" framing, architectural concrete, cement fiberboard, perforated metal panel, cement plaster at upper stories, metal canopies, and living green screens, are used throughout the building.

The scale of the mid-rise building would complement the adjacent neighboring residential building across West 4th Street, to the north. The building is designed with elevations that feature different materials and plane breaks to add visual interest. Residential balconies and amenity decks are integrated into the building design to add depth and textural form. The ground floor retail areas would feature a storefront window system with a canopy system and cement board screen element. The above-grade parking areas would be fully screened. The upper floors of the building would feature a cement fiberboard system in both a vertical

and horizontal configuration, cement plaster, and accent metal panels. Balcony and deck areas will feature a mix of guardrail designs in a glass, cable rail, and perforated metal system design. The southwest corner element of the building (3rd Street and Pacific Avenue corner) would feature a metal-clad C-Channel design with vertical cement board and architectural concrete. This element functions as a focal point and change of material for the structure. The remainder of the elevations features cement plaster with changes in plane breaks and the effective use of color to emphasize the articulation of the building design. A horizontal cement board would be featured at the northwest elevation to create a secondary corner element. The recessed and cantilevered west elevation area over the paseo would feature a metal panel system and window fins as an accent feature to this façade. This level of design quality and architectural expression is consistent with the goals of the Downtown Plan for high-quality building design and architecture. The interaction between the ground floor street and paseo facades, and building elements meet and read as a cohesive design to the near and distant viewer.

A total of 351 parking spaces are required for this project per the PD-30 Plan requirements. This includes one space per unit (271 spaces), guest parking at a rate of one space per each four dwelling units (68 spaces), and one space per 1,000 square feet of retail (12 spaces). The project proposes the 352 unique parking spaces integrated into both buildings in at-grade, above-grade, and subterranean configurations. Tandem parking spaces would be provided for residential uses, which would result in an overall parking area for 395 vehicles.

The project site has access from the I-710 freeway off-ramp at Broadway, with on-ramps located one block away on West 3rd 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 A Line (formerly named Blue 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 be 240 feet in height and a FAR of 8.0, or 500 feet in height and a FAR of 11.0 with certain sustainability features incorporated into the building's design. The previously approved project (Application No. 1807-11) utilized a combination of three development incentives for additional FAR and height to accommodate the 345-unit mixed-use project. The modified project proposed as

part of this application would conform to the PD-30 FAR and height development standards.

The PD-30 Height Incentive Area is a subarea 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, is consistent with the level and intensity of development envisioned for the site by the PD-30 Downtown Plan.

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 incorporation of varying design treatments and a mid-block public paseo breaks up the massing and presence of the structure while enhancing the pedestrian environment. 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 area.

The modified project remains in conformance with this finding.

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 outlined 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 and incorporation of arcade areas to provide outdoor seating at street frontages. Also, the proposed placement of active street level uses within the retail space would facilitate an enhanced pedestrian environment. These areas feature large glass storefront systems and elevated floor ceiling heights to define the street and public realm. The public paseo provides an active area for use by both building tenants and the public.

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-friendly environment, both around the project perimeter and on the site via a public pedestrian paseo that connects the street frontage to the rear of the site. The single building has differentiated design themes for each building elevation and will use quality, durable materials to

achieve them. Visual relief is provided on upper levels of the building with the incorporation of balcony designs and outdoor amenity decks 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 building exhibits the most detail at ground levels and makes a positive contribution to the streetscape by directly addressing Pacific Avenue, West 3rd Street, and West 4th Street with quality architectural elevations on each frontage.

The site is located within the Downtown (DT) General Plan Land Use PlaceType Downtown, which is intended for compliance with the development standards for the PD-30 document. The PD-30 intends 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 the 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.

The original application (App. No. 1807-11), appeal of the original application (APL19-004), and the modified project (App. No. 2010-32) were filed prior to March 6, 2021, which is the effective date of the inclusionary housing ordinance (ORD-21-0006). Therefore, this project is not subject to the provisions of the inclusionary housing ordinance.

The modified project remains in conformance with this finding.

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 would be removed as part of this Project application.

Street trees are located along West 3rd Street, West 4th Street, and Pacific Avenue within the public right-of-way. The existing street trees consist of palm trees and non-native species. As conditioned, 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.

The modified project remains in conformance with this finding.

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 the public infrastructure necessary to support this project. These improvements include the construction of Americans with Disabilities Act (ADA) compliant sidewalks, curbs, 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 2010-32 conditions of approval).

Similar to the previously approved project (Application No. 1807-11), the two (2) foot wide dedication along the named alley (Solana Court) will be used as the main vehicular access to the proposed parking structure. 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 residential units and retail uses.

It is anticipated that 36-inch box trees and associated irrigation systems will be installed along the West 3rd Street, Pacific Avenue, and West 4th Street frontages adjacent to the Project which will soften the street-side pedestrian experience.

The modified project remains in conformance with this finding.

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 per the requirements of Section 21.45.400. The modified project design does not require additional green building project design features for development incentives. In conformance with Section 21.45.400, the project would meet the intent of LEED at the Certified Level.

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

The modified project remains in conformance with this finding.

TENTATIVE TRACT MAP FINDINGS

131 West 3rd Street

Application No. 2010-32 (MOD20-008)

April 1, 2021

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:

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 the Downtown (DT) PlaceType. This designation allows a mix of land uses and housing types, with a focus on providing active ground-floor shops, restaurants, and cafes. The Downtown Plan (PD-30) governs land use for the Downtown PlaceType with a special Downtown Neighborhood Overlay established to ensure that primarily residential areas are maintained while allowing for the incorporation of neighborhood retail where desirable.

Furthermore, residential uses with high density are deemed appropriate within the activity centers intended for the DT PlaceType. The proposed tentative map is requested to merge the six existing lots into a single master 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 an 8-story mixed-use building consistent with the Downtown Plan (PD-30) District. Therefore, the map would be consistent with both the General Plan and PD-30.

The modified project remains in conformance with this finding.

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 that implements the General Plan Land Use PlaceType of Downtown (DT). This section of the General Plan relies upon the development standards and design guidelines established in the Downtown Plan (PD-30). The tentative tract map merges the six existing lots into a single 1.22-acre master 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) master ground lot and six (6) vertical airspace lots that would cover the proposed development of one mid-rise building containing 271 residential units, ancillary recreational and open space for residents, 11,912 square feet of retail/commercial space, and 395 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.

The modified project remains in conformance with this finding.

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) master 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 mid-rise building and public paseo would add ground floor activating uses and public space that is within walking distance to Infrastructure that promotes walking, bicycling, and use of public transit. Furthermore, the development of the 271 dwelling units 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 modified project complies with the base FAR, height, and other development standards established for the zoning district. No development incentives are required for the modified project. 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.

The modified project remains in conformance with this finding.

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 previous project included development incentives, and the modified project (Proposed Project) does not require development incentives and meets the FAR and height allowed in PD-30.

The individual ownership of all the rental units and retail space does not change the density of development.

The modified project remains in conformance with this finding.

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 master ground lot and six airspace lots to separate 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 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 previously approved project and determined that the Project will not result in any new significant impacts not already analyzed in the Downtown Plan Program EIR. The modified project represents a reduced project and was determined to be within the scope of the previously approved Addendum.

The modified project remains in conformance with this finding.

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) master 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 restrictions 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 for the larger previously approved project. A comparative analysis between the previous and modified project was completed and the project does not anticipate any additional environmental impacts associated with the project that has not already been considered and part of the PEIR relating to the subdivision of the project.

The modified project remains in conformance with this finding.

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 the 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.

The modified project remains in conformance with this finding.