

April 15, 2021

CHAIR AND PLANNING COMMISSIONERS

City of Long Beach

California

RECOMMENDATION:

Determine that the project is within the scope of Environmental Impact Report Addendum EIRA-02-19 to the Downtown Plan Program Environmental Impact Report (SCH No. 2009071006) that was prepared for the previously approved project and warrants no further environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines 15162;

Approve Modification MOD20-008 to a previously approved project (App No. 1807-11) consisting of 271 residential units (rather than 345 units) in a single mixed-use building, eight-stories in height with and 11,912 square feet of ground floor commercial space on a 1.22-acre site located at 131 West 3rd Street in the Downtown Plan (PD-30) District. The previously approved Vesting Tentative Tract Map would be modified to reflect the revised project. (District 1)

APPLICANT: 3rd and Pacific Holdings, LLC
c/o Jewelle Kennedy
444 W Ocean Blvd, Suite 650
Long Beach, CA 90802
(Application No. 2010-32)

DISCUSSION

The site is located at 131 West 3rd Street and is bounded by West 3rd Street on the south, West 4th Street on the north, Pacific Avenue on the west, and Solana Court, a named alley, on the east in the Downtown Plan (PD-30) Zoning District. The project site encompasses six parcels and a portion of a named east-west alley (Roble Way) that is proposed to be vacated as a part of the project for a total project area of 1.22-acres (53,358 square feet) (Attachment A - Vicinity Map). The project site is currently developed as a paved at-grade parking lot. Adjacent uses are typical of the downtown setting and are described in Table 1, Uses Adjacent to the Subject Site, below.



Table 1
Uses Adjacent to the Subject Site

Location	Zoning Designation	Land Use
North	PD-30	Drive-thru Restaurant, Multifamily Residential (Walker Building - Historic Landmark)
East	PD-30	Retail
South	PD-30	Retail, Multifamily Residential
West	PD-30	Restaurant, Hotel (Roof Top Sign -Historic Landmark), Multifamily Residential

The site is served by a variety of multi-modal, local, and regional transportation options. It has access from the Interstate-710 (I-710) freeway off-ramp at East Broadway, with an on-ramp 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 Long Beach Transit, as well as regional bus routes operated by the Los Angeles County Metropolitan Transportation Authority (Metro), located two blocks to the south. The Metro 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.

At its meeting on September 19, 2019, the Planning Commission held a public hearing and approved, with conditions, a Site Plan Review (SPR) and Vesting Tentative Tract Map (VTTM) request for a project consisting of 345 residential units in one 23 story mixed-use tower, and one 8 story mixed-use building, 14,481 square feet of retail space, 563 parking spaces, and 128 bicycle parking spaces, on the subject site, which is located in the PD-30 Height Incentive Area. An appeal of the Planning Commission's approval of the project was filed by the Supporters Alliance for Environmental Responsibility. On November 12, 2019, the City Council received the supporting documentation into the record, concluded the public hearing, and upheld the Planning Commission's approval of the project (Attachment B - November 12, 2019 City Council Letter).¹

The previously approved project proposed two mixed-use buildings, including one tower (23 stories in height) and one mid-rise building (8 stories in height). The previously approved project

¹ 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.

included a total of 345 dwelling units that would range from studios to three-bedrooms and 14,481 square feet of retail space (Attachment C - Previously Approved Project Plans and Renderings).

The modified project consists of a single, eight-story, mid-rise building with 271 market rate units that range from studios to three-bedroom units, 11,912 square feet of retail space (12,981 square feet including patio area), 395 parking stalls (total), 59 bicycle parking stalls, 18,694 square feet of amenity common open space, and a 4,897-square-foot public paseo (Attachment D - Proposed Project Plans [Modified Project]). Although the revised project consists of a single building, it is designed to visually appear as two distinct buildings.

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 (Attachment E - Findings).

The public paseo remains as a mid-block connector allowing access through the project site to the Pine corridor. At the project site, the public paseo presents an inviting pedestrian experience offering commercial activities with outdoor spaces designed with landscaping, seating, and feature lighting that extends across the paseo. The resulting public space welcomes both the public and residents to enter and lounge. The public paseo additionally extends pedestrian linkages through site, which reinforces and enhances the pedestrian-orientation of the area, consistent with the City's walkability goals for Downtown.

The site plan incorporates two underground parking levels, one with 154 parking stalls and the other containing 158 parking spaces. The ground floor features 38 parking stalls, a bike kitchen, a residential pet amenity space, commercial spaces, residential lobby areas, and the public paseo. The second level includes the remaining 45 parking stalls on the north portion of the development. While the project does incorporate 43 tandem parking stalls, these are above the code required parking stalls. The third level introduces a 3,420-square-foot courtyard and 2,507-square-foot fitness space on the north portion, and the south portion includes a 3,891-square-foot courtyard with a pool and a 985-square-foot deck area. The fourth through seventh floors connect the north and south portions as one building over the mid-block paseo. The eighth floor provides residents and guests with a 3,900-square-foot roof deck and a 1,346-square-foot club room.

PD-30 requires projects with over 21 units on a lot size in excess of 30,000 square feet to provide common outdoor open space equal to 20 percent of the lot size (10,675 square feet). The combined common space provided with the courtyards, fitness room, decks, pool, and pet area total to 23,591 square feet. The total combined common open space substantially exceeds the required open space required by the PD-30 development standards. In addition to common open space, the development standards for PD-30 require a minimum of 50 percent of units to

have a private open space area at a minimum increment of 36 square feet. As proposed, 173 units (63 percent) contain balconies that total 6,120 square feet, thus meeting the private open space requirements.

PD-30 further requires a minimum unit size of 600 square feet but allows for a reduction of this minimum unit size standard (to 450 square feet), provided that no more than 15 percent of all units in each development are under 600 square feet and the Site Plan Review Committee finds the undersized units livable and desirable. As proposed, 34 of the 271 or 12 percent of the units are below 600 square feet, and the project therefore complies with the PD-30-unit size requirements. The undersized units, all studios, have been designed to enhance livability and will feature open floor plans that maximize windows and access to natural light. These units are further enhanced by the inclusion of a private washer and dryer and outdoor deck. Furthermore, as conditioned, closet organizers shall be installed and maintained in each of the units under 600 square feet in size (Attachment F - Conditions of Approval). Tenants within these units will have full access to all project open space and amenity areas. These units also contribute to the project's diversity of unit sizes which will provide options and accommodate a variety of household sizes. For these reasons, the Site Plan Review Committee found the provision of undersized units acceptable.

In addition to the studio, one-bedroom, and two-bedroom units, the project includes a total of 17 three-bedroom units. The unit mix and sizing of units aim to provide a variety of housing unit types and sizes to promote a more balanced community in compliance with PD-30 requirements (Pg. 46) and Housing Element (2014) Policy 4.2, which encourages rental opportunities that accommodate the housing needs of all socioeconomic segments, including large families.

Similar to the previously approved project, vehicular access to the project site will be provided from a named alley (Solana Court) along the east side of the project site. The existing 16-foot-wide alley would be widened to 18-feet in width with the incorporation of a two-foot dedication for the entire length of the alley. Also, a two-foot-wide easement for vehicular access purposes (with a minimum height clearance of 17-feet) would be provided along the entire western length of the alley. The resulting Solana Court right-of-way would be 20-feet-wide and accommodate two-way vehicular travel. A sign program that incorporates wayfinding signage that clearly labels retail and guest access areas is required as a condition of approval.

The previous project also included a Vesting Tentative Tract Map (Attachment G - Tentative Tract Map). The applicant has submitted a revised VTTM to accommodate the site design changes which altered the configuration of the air space lots. The VTTM continues to include a master ground lot, parking lot, residential lot, and retail lots.

The proposed alley vacation of Roble Way which runs east-west through the project site was previously found to be consistent with the General Plan by the Planning Commission. The applicant is continuing to pursue the alley vacation, which is currently in process by the Public Works Department. No changes are proposed with regards to the alley vacation.

The previously approved project included 345 residential units, and the modified project (271 units) is a reduction of units. Pursuant to Government Code Section 65863, cities must maintain, at all times during the planning period, adequate sites to meet their unmet share of the Regional Housing Needs Assessment (RHNA). Under this law, cities generally may not take any action that would allow or cause the sites identified in its Site Inventory to be insufficient to meet its remaining unmet share of the City's RHNA for lower and moderate-income households. Findings and staff analysis pursuant to Government Code Section 65863 have been made, and with approval of the proposed modified project, the City has ample capacity to meet its RHNA requirements based on the additional sites identified in the residential inventory (Attachment H - No Net Loss Findings).

PUBLIC HEARING NOTICE

A total of 554 notices of public hearing were distributed on March 29, 2021 in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. As of the preparation of this report, two letters in response to the project were received (Attachment I - Public Comment Received).

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an EIR Addendum (EIRA-02-19) (Attachment J - EIR Addendum 02-19) to the previously certified Downtown Plan Program Environmental Impact Report (PEIR) (Attachment K - Downtown Plan Program EIR) was prepared for the previously approved project. The EIR Addendum analyzed the previously approved project in accordance with the Downtown Plan PEIR (SCH No. 2009071006) and determined that the project will not result in any new significant impacts that exceed those analyzed in the Downtown Plan PEIR, with mitigation measures included. Additionally, the development is subject to the Downtown Plan PEIR Mitigation Monitoring and Reporting Program (MMRP) (Attachment L – Downtown Plan MMRP). The MMRP is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the PEIR that applies to the applicant's proposal, specifications are made that identify the action required and the monitoring that must occur. In addition, the party for verifying compliance with individual mitigation measures is identified.

An environmental analysis was subsequently prepared by EcoTierra Consulting to analyze the modified project versus the previous EIRA (Attachment M – CEQA Compliance Memorandum). The analysis concluded that the modified project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The report further attests that a supplemental or subsequent EIR is not required, and the Certified PEIR and previously prepared EIRA remain the appropriate CEQA documentation for the modified project.

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Respectfully submitted,



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Attachments:

- Attachment A – Vicinity Map
- Attachment B – November 12, 2019 City Council Letter
- Attachment C – Previously Approved Project Plans and Renderings
- Attachment D – Proposed Project Plans (Modified Project)
- Attachment E – Findings
- Attachment F – Conditions of Approval
- Attachment G – Tentative Tract Map
- Attachment H – No Net Loss Findings
- Attachment I – Public Comment Received
- Attachment J – EIR Addendum 02-19
- Attachment K – Downtown Plan Program EIR
- Attachment L – Downtown Plan MMRP
- Attachment M – CEQA Compliance Memorandum