

SITE PLAN REVIEW FINDINGS

901 De Forest Avenue

Application No. 2102-40 (MOD21-003)

April 15, 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 previously approved Long Beach Municipal Urban Stormwater Treatment (LB-MUST) Facility (Project) involves the construction of a 9,680-square-foot building. The approved treatment facility would include piping, landscaping, and sixteen (16) off-street parking spaces. The wetlands (Project) would be relocated across the street from the treatment facility (Project site).

The Project site is located in the Light Industrial (IL) Zoning District, which allows a wide range of industries whose primary operations occur entirely within enclosed structures and which pose limited potential for environmental impacts on neighboring uses. The site is located within 2019 General Plan Land Use Open Space (OS) PlaceType. The OS PlaceType does provide for the location of utilities and/or infrastructure or that contains environmentally sensitive resources.

The Project would remove an existing industrial building for the construction of treatment wetlands on a 1.23-acre site. The site shares its northern boundary with Drake Park and its eastern boundary with residential uses (Drake Park/Willmore City Historic District). An existing bus yard is located south of the Project site across Chester Place. The Los Angeles River Bicycle Path right-of-way is elevated above the grade of the LB-MUST Treatment Facility across the street (De Forest Avenue).

The proposed Project is harmonious, consistent, and complete within itself. The wetlands provide a treatment utility that functions as a passive open space resource. The new wetland location acts as an open space buffer between the LB-MUST Treatment Facility and the residential and park areas abutting the Project site. In addition, the adjacency to the Los Angeles River Bicycle Path allows for the wetland location to be both a pathway and a destination for local residents. Furthermore, the approved LB-MUST Treatment Facility provides a substantial landscaped setback to accommodate a demonstration garden with an education component and the relocation of the wetland component within walking distance (across the street) expands the ability for educational tours to easily

expand across De Forest Avenue for viewing of the entire stormwater treatment process.

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 within the IL Zoning District. The IL zone does not stipulate special design guidelines for buildings.

No new structures are proposed as part of the wetland relocation to the Project site. The new stormwater treatment facility would be entirely enclosed within the proposed building across the street at 901 De Forest Avenue, and no changes are proposed to that facility as part of this application.

The relocated wetlands would feature a passive walking/bike path along the perimeter of the wetland, seating areas, pedestrian lighting, bicycle rack, and trash receptacles. The combined walking/bicycle path along the perimeter of the wetland area would connect to adjacent sidewalks and access points to the abutting park connection and a crosswalk to the LB-MUST Treatment Facility and bicycle path access point. The drought-tolerant landscaping at the wetlands would function as an extension of the demonstration garden at the LB-MUST Treatment Facility and include interpretive signage describing the treatment process. The relocation of the wetlands would provide greater connection to the public educational component at the LB-MUST Treatment Facility and provide better integration and transition between the abutting open space facilities at Drake Park and the nearby residential uses.

While no structures are proposed, the dual purpose utility and passive open space uses proposed for the site would be consistent with the previously-approved project and the intent for the OS PlaceType included in the General Plan Land Use Element (2019).

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;

The 1.23-acre project site is comprised of an industrial building and surface parking lot. There are no trees on the Project site. There are existing trees outside of the project limits on private property that would not be removed to construct this Project.

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

The Applicant is required to comply with all public improvement requirements including parkway improvements and property dedications found by the Department of Public Works to apply to this phase of the project. The proposed development along the De Forest Avenue right-of-way, including the design of sidewalks and curbs to accommodate the potential pedestrian and vehicular traffic was designed and approved under the Tentative Tract Map (Application No. 1912-01).

As part of the previous Tentative Tract Map approval, dedications were required to provide public right-of-way (West Chester Place and De Forest Avenue). The width is necessary in part to satisfy the needs of emergency access vehicles (minimum 28-foot-wide), trash haulers, pedestrian facilities, and vehicle circulation which may need to service the area. The width of West Chester Place would be consistent with the street typology for Local Streets, which would maintain a width of 56 feet. The width of De Forest Avenue would be 44 feet in width, but the proposed alignment and configuration of the rededicated street has been reviewed and approved by the Department of Public Works and City Traffic Engineer.

No changes to the previously approved public improvements are required for the wetlands and all public access sidewalks and walkways would be in conformance with the Americans with Disabilities Act (ADA) requirements.

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 and thus is exempt from Transportation Demand Management requirements.

The modified project remains in conformance with this finding.

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

The Modified Project does not include any new building area. The LB-MUST Treatment Facility approval is required to obtain Leadership in Energy and Environmental Design (LEED) silver certification, or equivalent, and this modification does not affect that requirement.

The project does not include a new building that would trigger certain green building requirements. Since there would be no surface parking lot, rooftop, or building areas, many of the requirements would not be applicable. The project would include trash receptacles at multiple locations and a bike rack to serve the site.

The modified project remains in conformance with this finding.