

SITE PLAN REVIEW FINDINGS

**3701 Pacific Place
Case No. 2407-21 (SPR24-054)
June 5, 2025**

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 Project consists of the construction of a four-story, 206,756 sf self-storage facility with 1,681 self-storage units and accessory leasing lobby space, recreational vehicle (RV) storage parking lot, and car wash. The accessory car wash building will be approximately 1,450 sf and will be available to customers that utilize the RV storage or the self-storage facility. The RV storage lot will consist of 551 RV parking spaces. The Project also includes 27 standard automobile parking stalls that includes two parking stalls for electric vehicles, and five ADA accessible automobile parking stalls that includes two parking stalls for electric vehicles to satisfy the requirements of the self-storage facility and car wash. The Property is approximately 14.2 acres, is an irregular, oblong shape, and is bounded by the Interstate-405 (I-405) freeway to the south, the Interstate-710 (I-710) freeway, vacant land owned by Los Angeles County Flood Control District (LACFCD), and Los Angeles River (L.A. River) to the west, and the Metro A-line light rail tracks and vacant private property to the north and east. The light rail tracks provide a natural buffer to the public school, public park and residential neighborhood to the north and east. Access to the site is available through a single entry point at the southeast portion of the site, via Pacific Place, which is the road that also accesses the I-405 and I-710 freeways, and the site has no street frontage, making it incompatible with pedestrian oriented uses.

The Project is designed in a modern architectural style, with tilt-up concrete walls as the primary building material. The widest facades of the building measure approximately 250 feet, and the architecture incorporates forms and materials that effectively break up the large expanses of wall frontages and minimizes scale. This is accomplished with the incorporation of different offsets, varied roof heights and massing of forms, contrasting colors and a variety of patterns and high-quality building materials. Proposed materials include cementitious siding with different patterns and etched imagery, polycarbonate panels, dual-pane glazing with blackened aluminum storefront system, art walls with murals, and swisspearl wooden panels. The proposed building is located in the southeast portion of the

site, just beyond its entry from Pacific Place. In addition to offering high-quality architecture at the site's entrance, the building placement also works to visually buffer the remainder of the site, which consists predominantly of RV parking spaces.

The Project's architectural design is of the appropriate high quality in line with the character of the proposed Community Commercial (CC) PlaceType of the General Plan Land Use Element (LUE). While the Property is naturally separated and buffered by the light rail line tracks from its surrounding land uses (school, park, and residential neighborhood), the site orientation and high-quality architecture offered with the proposed design respects the surrounding neighborhood in terms of:

- Overall quality– The Project will result in an upgraded site by eliminating the blighted condition of the vacant property and incorporating off-site roadway improvements;
- Scale and massing– The Property's size and location between the I-405 and I-710 freeways, the LACFCD property, L.A. River and the Metro A-Line Rail allow for a larger scale development that will not adversely affect other uses in surrounding neighborhoods and;
- Compatibility of the proposed use within the environmental constraints of the site itself– The Property has historically been exposed to substantial levels of contamination due to its previous activities as an oil brine water treatment facility and an oil well drilling site. The Project's design and soil remediation will reduce the Project's potential impact on neighboring properties and the surrounding community.

The Project is also harmonious with its location near the L.A. River. As mentioned, the Property is located adjacent to a vacant LACFCD property, which itself is located adjacent to the L.A. River and existing public trails along the river, used by bicyclists, pedestrians, and equestrians. There is not currently any public access to the L.A. River from the Project site or near the Project site's location. For several years, the City and LACFCD have been discussing potential development of the LACFCD property for public open space and recreational uses consistent with the RiverLink Plan's vision to improve the LACFCD property as a riparian woodland. A similar vision is also articulated in the Lower LA River Revitalization Plan (LLARRP), which was developed pursuant to Assembly Bill 530 by a working group chaired by a representative from the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy. The City was one of the 40 stakeholders in the LLARRP working group. Among 155 Opportunity Areas along the L.A. River identified in the LLARRP, the LLARRP identifies 58 acres in the Project vicinity as potential Opportunity Area 68 (including, among other properties, the LACFCD

parcel, the Property, and the private property abutting the Property to the east), which envisions potential open space, wetland, or recharge basin uses.

No public agency has identified, secured, or issued funding to acquire, remediate, and develop the Property for open space uses, nor has any public agency made such an offer to do so. Nevertheless, the Project will facilitate and be consistent with the opportunities contemplated in the RiverLink and LLARRP by dedicating an easement for future development of a publicly accessible trail and trailhead that connects Pacific Place to the LACFCD property via a path around the southern and western edge of the Property. Therefore, if the LACFCD property is developed for public open space in the future, the easement will be available to be developed as safe, efficient public access to the LACFCD property and bike path/L.A. River adjacent where none currently exists at this location.

In addition, if the LACFCD property is developed as public open space, the Project's development and use would be consistent with adjacent open space uses. The vacant properties in the vicinity (the Property, LACFCD property, and private property to the east of the Property) have long been an attractive nuisance due to their isolated location between the I-405 freeway, L.A. River, and Metro A-Line tracks. The Property has been secured and is now monitored by the current owner, however, these issues have resulted in community complaints in the past. The Project would reduce the amount of space in which those activities can occur, add new security lighting and measures, and bring commercial activity to the area. Development of the Project site makes those activities less likely for neighboring sites like the LACFCD property because the area will no longer be isolated and vacant. Accordingly, this area would become safer for open space or park uses.

Further, the Project will include a comprehensive soil remediation of the Property, implement major upgrades including landscaping, construct a new a building with high-quality architecture and new paving, install water and energy efficient systems, install a comprehensive stormwater control system including detention basins and modular wetland biofiltration, and construct off-site roadway improvements. These improvements will enhance adjacent properties and reduce the Property's potential impacts on those sites in terms of aesthetics, environmental contamination, access, and stormwater runoff and quality.

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 is consistent with the General Plan regulations applicable to the new proposed zoning. The General Plan's LUE, adopted in December 2019,

designates the Property as the Neo-Industrial (NI) Placetype. However, the Applicant is requesting a General Plan Amendment to designate the Property as the CC PlaceType, which is consistent with the proposed new Commercial Storage (CS) zoning.

The CC PlaceType serves the City's auto-oriented need for goods and services, promotes commerce, and provides local jobs. Customers of businesses located in this PlaceType will generally arrive by car and expect to find convenient parking. Additionally, properties in the CC PlaceType must have visual and noise buffers, and act as a transition in scale between auto-oriented corridors and adjacent residential neighborhoods.

The proposed Project meets these objectives. It consists of the construction of a four-story self-storage facility with accessory leasing lobby space, RV parking and a car wash. It is consistent with the proposed CC PlaceType as it is an auto-oriented use that will provide self-storage and RV storage for residents in the vicinity needing those services. Self-storage customers will necessarily use automobiles to transport their belongings to and from the Property. Similarly, RVs and other vehicles stored on the Property will either drive or be driven therein. Ample parking for customers and employees is available. It is low impact with regard to noise, traffic, odors, and hazardous materials and will act as a buffer and transition between the more intensive Industrial (I) PlaceType properties to the west across the L.A. River and the Los Cerritos neighborhood to the east.

State law requires that actions and decisions approved by Long Beach must be consistent with the LUE, including the requirement for consistency between PlaceTypes and Zoning Districts. Within the LUE, Table LU-6: PlaceTypes and Zoning Districts Consistency Matrix identifies the PlaceTypes and Zoning Districts that are consistent with each other. Per Table LU-6, the two PlaceType designations that are consistent with the CS Zoning District are the Neighborhood-Serving Centers and Corridors-Low (NSC-L) and the CC PlaceTypes. Table LU-6 supports staff's position that the CC PlaceType is the most appropriate for the project site.

One of the citywide goals identified in the LUE is to accommodate strategic growth and change (Goal No. 3 of the Land Use Element). Under this goal, the City aims to encourage this growth within strategic locations while preserving existing neighborhoods. The LUE identifies the subject site as a target for one of the eight major areas of change. Per Map LU-20 of the LUE, the project site is within a Major Area of Change #2 with the focus of the land use concept: "Convert targeted industrial edges and districts to Neo-Industrial uses".

Staff proposes to reassign the subject site's Major Area of Change designation from #2 to #4: "Transition from Industrial to Commercial Uses". It should be noted

that the intent of the NI PlaceType is to transition industrial uses within certain areas of the city into alternatives that result in less pollution and intensity (such as commercial uses and/or restricted light industrial uses). Although the subject site is no longer considered an industrial edge, its history of activity consists oil well drilling and oil brine water treatment facility operation. Therefore, reassigning the project site from Major Area of Change #2 (which supports Neo-Industrial) to #4 (which supports Community Commercial) accomplishes a similar result, particularly considering that self-storage facilities can be categorized as hybrid commercial/restricted light industrial uses.

The proposed project consists of the construction of a four-story self-storage facility with accessory RV parking and a car wash. Given the environmental and safety constraints of the site, the project captures the intent of the CC PlaceType by providing an auto-oriented use that serves the local community. The project supports the citywide goal of strategic growth and change by specifically addressing Strategy No. 7 – to “implement the major areas of change identified in this Land Use Plan (Map LU-20).”

In particular, LU Policy 7-4 sets out to encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development. The project site has been abandoned for several years (since 2007), contributing to the presence of a blighted vacant property that has been used for illegal activity. The use of this site in a limited capacity is due largely to its contamination from previous activities such as oil well drilling and oil brine water treatment facility operations.

The applicant proposes to establish a self-storage facility with accessory RV parking lot, which is considered among the most practical uses given the site’s contamination. As a result of the project, the blighted site and its surrounding area will undergo several upgrades including landscaping, high-quality architecture, new paving, off-site roadway improvements and a use that will increase its vitality above and beyond its current status.

Further, proposed self-storage facility with accessory leasing lobby space and RV storage lot is among the most practical uses given the site’s contamination, physical isolation, and limited pedestrian access. In addition, the Project Site does not have access or proximity to other commercial, retail, or neighborhood services that could serve the site; it therefore is not located in an area that could capitalize on proximity to services, transit, and walkability. As a result of the Project, the blighted site and its surrounding area will undergo a comprehensive remediation, install major upgrades including landscaping, construct a new building with high-quality architecture and new paving, install water and energy efficient systems, construct off-site roadway improvements, and implement a use that will increase the Property’s vitality above and beyond its current status.

The Project also supports the LUE's Strategy 6, which is to "Maintain a full range of City services for the community that is consistent with the revenue available to sustain those services," by implementing Policy 6-1 to "Encourage a mix of land uses that is diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promotes economic development, increases City revenues, expands job growth and increases value, access and usability for existing neighborhoods and communities." The Project would develop a self-storage facility including RV storage, which are local serving uses and can meet local demand for secure storage solutions. The Project would increase employment in the City, with construction expected to generate a small number of temporary construction jobs and operations expected to generate approximately 10 permanent jobs. Developing a stable, economically productive use at the Project Site is beneficial for purposes of generating revenue available to sustain those services and to overcome the site's development constraints, including the historical contamination, limited surrounding services to service the site, and lack of pedestrian accessibility.

In addition, the Project will also promote access and usability of the area to connect surrounding neighborhoods with the L.A. River. As mentioned, the Property is located adjacent to a vacant LACFCD property, which itself is located adjacent to the L.A. River and existing public bike and jogging path along the river. There is not currently any public access to the L.A. River at this location. For several years, the City and LACFCD have been discussing potential development of the LACFCD property for public open space and recreational uses consistent with the RiverLink Plan and LLARRP. To facilitate those future plans, the Project will include dedication of an easement for future development of a publicly accessible trail and trailhead that connects Pacific Place to the LACFCD property via a path around the southern and western edge of the Property. Therefore, if the LACFCD property is developed for public open space in the future, the easement will be available to be developed as safe, efficient public access to the LACFCD property and bike path/L.A. River adjacent.

The Urban Design Element (UDE) of the General Plan also sets forth several goals aimed at improving blighted properties in Long Beach. Strategy No. 15 within the UDE coincides with the proposed Project as it is meant to "consider vacant parcels as infill opportunities." Specifically, Policy UD 15-2 aims to "promote infill Projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development." The Property is a 14.2-acre vacant property that with historic contamination. The site is bounded by two major freeways (I-405 and I-710 freeways), the L.A. River and the Metro A-line light rail tracks, which limits its access to a small road that dead-ends into the site. The proposed self-storage facility with accessory lobby, RV storage and car wash are an appropriate use that

fits the scale of the site itself and the scale of its immediate surroundings along two major freeways and the L.A. River. This unique location also provides adequate buffering between the adjacent school, park, and residential neighborhood.

Furthermore, Strategy No. 14 of the UDE contends that “building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful design patterns.” Policy UD 14-3 set out to “allow new development Projects to respond to their particular context and experiment with alternative development patterns while complementing their PlaceTypes.” The proposed Project provides a unique architectural style that deviates from the typical self-storage facility. The self-storage facility will be four stories with a total area of 206,756 square feet. In comparison to the Property, the size of the building is relatively small in scale. Nevertheless, the building’s widest facades are approximately 250 feet.

The Applicant has included several architectural forms and features to break up the massing of the large facades. The building will feature cementitious siding with different patterns and etched imagery, polycarbonate panels, dual-pane glazing with blackened aluminum storefront system, art walls with murals, and swisspearl wooden panels. As the building will be located close to the site’s entrance, ground-level views into the Property are expected to be visually appealing.

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

Prior to recent soil surcharge grading activities necessary for the Project, the Property had sporadic patches of vegetation including one mature palm tree and six Mexican fan palm trees, none of which were deemed biologically significant in the Project’s Biological Resources Assessment prepared for the project. The Project will comply with any applicable regulations of the Department of Public Works Street Tree Division as part of its Conditions of Approval.

The Project may remove several swamp mahogany trees located along the southern border of the Property and at off-site areas east of the Property. However, these trees are not located along City streets nor are they located on City property. Therefore, the Project would not be required to comply with City of Long Beach Municipal Code Chapter 14.28 pertaining to trees. Prior to conducting the general biological survey, a Biologist from First Carbon Solutions reviewed applicable City and County ordinances pertaining to tree and native vegetation preservation and protection and ascertained whether measures or permits are required to remove, replace, or transplant protected trees or native vegetation. The applicable City regulations are detailed in the Biological Resources Assessment for the Project.

that is an appendix to the EIR, including City of Long Beach Municipal Code Chapter 14.28, and the Project will comply with these regulations.

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 Property will include a number of dedications and other exactions required to offset the capital improvements to public infrastructure necessary to support this Project. These include:

- Build-out of Pacific Place from the existing cul-de-sac to the proposed development site as indicated in submitted plans;
- Resurfacing the pavement for the full road width of Pacific Place from north of the I-405 freeway overpass to Property line;
- Maintenance, repair and replacement of off-site improvement abutting the Project boundary during construction of the on-site improvements, until final inspection of the on-site improvements by the City;
- Protection and replacement of all traffic signage within the public right-of-way adjacent to the Property; and
- Further right-of-way and off-site improvements as detailed in the Project file.

There is an essential nexus between these improvements, which will bring the partially-unimproved Pacific Place and Ambeco Road cul-de-sac rights-of-way adjacent to the Property up to current code standards. Currently, no sidewalks exist along the smaller portion of Pacific Place that extends beyond the Ambeco Road cul-de-sac and leads to the Property. These improvements are necessary to bring the roadway and right-of-way up to current standards adjacent to the Property and in the off-site areas that will be most immediately used by the Property's generated traffic, including both employees and customer trips.

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 proposed Project contains more than 100,000 square feet, and is subject to the Transportation Demand Management (TDM) requirements applicable to a project of that size. The Project will be conditioned to provide the required pursuant to **Chapter 21.64 of the Zoning Regulations**.

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

Per Section 21.45.400, for a new nonresidential building of 50,000 square feet or more, the Project will be required to meet the intent of Leadership in Energy and Environmental Design (LEED) at the Certified level. This can be achieved either through registering the Project with the US Green Building Council and obtaining

LEED certification, or by providing a third-party certification that the Project meets the requirements of the LEED Certified level. As the requirements of Section 21.45.400 are now implemented in Chapter 18.47 (Green Building Standards Code) of Title 18 (Long Beach Building Standards Code) of the LBMC, this will be a requirement for issuance of building permits for the Project and will be enforced by the Building and Safety Bureau of the Department of Community Development.

Additionally, the requirements of Section 21.45.400 of the Zoning Regulations are included in the conditions of approval. 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 Zoning Regulations.

7. **THE PROJECT IS IN COMPLIANCE WITH THE HOUSING REPLACEMENT REQUIREMENTS OF THE CERTIFIED LOCAL COASTAL PROGRAM OR SECTION 21.68.040.E OF THIS CHAPTER, AS APPLICABLE, AND WILL RESULT IN THE SAME OR GREATER NUMBER OF DWELLING UNITS; AND IN THE CASE OF EXISTING AFFORDABLE DWELLING UNITS, THAT THE DWELLING UNITS WILL BE REPLACED AT THE SAME OR DEEPER AFFORDABILITY LEVELS.**

Not applicable—the Project is not demolishing or constructing any new dwelling units.