



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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March 15, 2018

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Accept Categorical Exemption CE-18-057 and approve a Conditional Use Permit (CUP-17-021) and a Lot Merger (LMG-18-002) to establish two drive-through restaurant uses in a new 10,306-square-foot commercial shopping center located at 1775 Ximeno Avenue in the Commercial Regional Highway District (CHW) zone. (District 4)

APPLICANT: Hany Malak
McKently Malak Architects
35 Hugus Alley, Suite 200
Pasadena, CA 91103
(Application No. 1712-08)

DISCUSSION

The subject site at 1775 Ximeno Avenue is bounded by Outer Traffic Circle to the west, Atherton Street to the north, and Ximeno Avenue to the east (Exhibit A- Location Map). The site is located in the Commercial Regional Highway District (CHW) zone and is currently improved with a vacant 21,403-square-foot auto service and repair building. The site is bounded by a commercial shopping center to the north, restaurants and banks to the west and south, and multi-family condominiums and apartments to the east.

On February 14, 2018, the Site Plan Review Committee approved a proposal for a 10,306-square-foot commercial shopping center (Exhibit B- Plans & Photographs). The project site consists of two separate parcels which conforms to the 20,000-square-foot minimum lot size required for new development within the district. As designed, Parcel A will consist of a 4,086-square-foot building designed for a restaurant tenant, along with 400 square feet of outdoor dining. The parking requirement for this use is 43 parking stalls. Parcel B will consist of a 6,226-square-foot multi-tenant building with 1,200 square feet of outdoor dining. The parking requirement for this use is 31 parking stalls. If not merged, Parcel A would have 37 accessible parking stalls and Parcel B will have 30 accessible parking stalls leaving 10 parking stalls along the easterly boundary of Parcel A potentially at risk of being unusable due to the minimum drive aisle required which would encroach into the adjacent Parcel B's side property line. Furthermore, both sites will in turn become deficient in the required parking needed for both developments. The

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proposed Lot Merger will result in a surplus of three parking stalls for the project which provides 77 stalls, though only 74 are required (Exhibit C- Surveyor Plot Plan).

The initial plans for Pad B call for three large ready-to-eat uses ranging in size from 2,000 to 2,202 square feet. To address staff's concern that these large spec ready-to-eat tenant spaces would be limited to 150 square feet of dining area and no full kitchen, the applicant commissioned a study from a real estate firm, CBRE, to address this. The study found that one space could be occupied by a national coffee retailer while the other two spaces could be further divided into three smaller ready-to-eat or retail spaces ranging from 1,368 to 1,490 square feet (Exhibit D- Market Study & Optional Configuration).

The proposed project complies with all applicable Title 21 (Zoning Regulations) standards and a Conditional Use Permit is required for restaurants that include drive-through lanes. Per 21.45.130 (Special Development Standards- Drive Thru facilities), a minimum queuing distance of 150 feet must be provided from the forward most drive-up window to the entrance of the drive-through automobile queuing area. As designed, the drive-through for Pad 1 measures 225 linear feet and the drive-through for Pad 2 measures 299 linear feet, which exceeds the minimum queuing requirement.

The two restaurant and ready-to-eat restaurant pads with drive-thru lanes would be located along the frontage of Outer Traffic Circle and Ximeno Avenue. Both drive-through lanes will wrap the building on three sides. The pads' drive-through lane has been designed to accommodate a high volume of vehicles so as not to cause parking lot circulation issues with pedestrians and vehicles. The drive-through lane will be screened from right-of-way view by landscape buffers along Outer Traffic Circle, Atherton Street, and Ximeno Avenue. All drive-through lanes proposed have been designed to maximize the safe and efficient movement of vehicles and pedestrians through and around their respective sites. To offset any visual impacts associated with the facilities, enhanced landscaping, including tree plantings, has been provided in the right-of-way. The facilities, as designed, will therefore not be detrimental to the surrounding community.

The Project's drive-thru lanes will not interrupt or intrude into a concentration of retail uses or impede pedestrian circulation between retail uses. The restaurant pads with drive-through lanes are part of the commercial development to be built upon the site of a vacated auto service and repair building. The site contains an access easement that runs north and south through the middle of the site that will continue to be utilized as such, which will provide a cohesive path of travel connecting vehicles from Atherton Street through to Pacific Coast Highway or vice versa. Pedestrian experience and circulation has been a focal point to the programming of the site which provides a pedestrian pathway connecting both buildings, as well as direct access onto Outer Traffic Circle, Atherton Street, and Ximeno Avenue.

The location of the ordering board speaker for Pad 1 will be placed along the north face of the building and is not located adjacent to a residential use. The location for the ordering board speaker for Pad 2 will be adjacent to a residential use, however will be placed along the southerly side of the building and faced southwest. Both the location

and placement of the ordering board speaker for Pad 2 will be directed opposite and away from adjacent residential uses to the east.

In keeping with the objectives of General Plan Land Use District 7 (LUD #7)- Mixed Uses, the project will provide a diversity of restaurant dining and retail options to the community in addition to revitalizing a site consisting of an abandoned vacant/commercial building with the construction of two new buildings. The project will also be consistent with the CHW zone, which allows for restaurants with drive-through lanes through a Conditional Use Permit process. The development, which consists of two 1-story, 28-foot-high structures, will be in character and scale with the existing commercial uses serving the area (Exhibit E- Findings & Conditions of Approval).

PUBLIC HEARING NOTICE

Public hearing notices were distributed on February 28, 2018, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code. At the time of writing of this report, staff has received no public inquiries on this project.

ENVIRONMENTAL REVIEW

In accordance with the Guidelines for Implementation of the California Environmental Quality Act, this project is exempt per Section 15332- Infill Development (Exhibit F- Categorical Exemption CE18-057).

Respectfully submitted,



LINDA F. TATUM, AICP
PLANNING BUREAU MANAGER



TOM MODICA
INTERIM DIRECTOR OF DEVELOPMENT SERVICES

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Attachments: Exhibit A – Location Map
 Exhibit B – Plans & Photographs
 Exhibit C – Surveyor Plot Plan
 Exhibit D – Market Study & Optional Configuration
 Exhibit E – Findings & Conditions of Approval
 Exhibit F – Categorical Exemption CE-18-057