



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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June 7, 2018

CHAIR AND PLANNING COMMISSIONERS

City of Long Beach

California

RECOMMENDATION:

Determine the project is within the scope of the project previously analyzed as part of the Midtown Specific Plan Environmental Impact Report (State Clearinghouse No. 2015031034) and warrants no further environmental review pursuant to CEQA Guidelines Section 15162; and

Approve Site Plan Review (SPR17-065) and a Tentative Tract Map (TTM17-006, No. 77142) for a project consisting of 65 residential units in a four-story-plus-mezzanine building, totaling 68,888 sq. ft. of living space on a 1.136-acre (49,484 sq. ft.) site, with 90 parking stalls, located at 1400-1452 Long Beach Boulevard, in the Midtown Specific Plan (SP-1) Transit Node High (TN-High) Zoning District. The project also includes a public "parklet/streetlet" to be created by closing 14th Street to vehicular traffic between the eastern edge of Long Beach Boulevard and the western edge of the alley behind the project site, which will be constructed at a later date. (District 1)

APPLICANT: Rick Scott for Long Beach Square Partners, LLC
32823 Temecula Parkway
Temecula, CA 92592
(Application No. 1708-03)

DISCUSSION

The project site is located on the northeast corner of Long Beach Boulevard and 14th Street (Exhibit A – Location Map). The site is 49,434 sq. ft. (1.136 acres) in area. The site is located within the Midtown Specific Plan (SP-1), in the Transit Node (High) District (SP-1-TN). The Midtown Specific Plan is a specific plan for Long Beach Boulevard between Downtown Long Beach and the San Diego Freeway (I-405), and allows residential and mixed-use development at this location.

The project site is currently developed with surface parking lots and one-story buildings that house auto repair and moving truck rental uses. Additionally, a small two-story, four-unit, multi-family residential building is located at the southeastern corner of the project site abutting the alley, addressed as 317-323 E. 14th Street. An existing 16-foot-wide alley runs north-south on the eastern edge of the project site. The Metro Blue Line (operated by the Los Angeles County Metropolitan Transportation Authority), a regional

light rail line connecting Long Beach to downtown Los Angeles, has a stop immediately south of Anaheim Street, approximately 500 feet south of the project site. The tracks of the Metro Blue Line run down the center of Long Beach Boulevard, directly adjacent to the project site. Uses across the alley to the east are made up of multi-family residential in a mixture of building types. More auto repair and auto-related uses are located on parcels directly north of the project site and across Long Beach Boulevard to the west. An empty lot of 49,760 sq. ft. is located on the northwest corner of Long Beach Boulevard and 14th Street, which is directly west of the project site. A multi-family residential building and an auto parts retail store are located across 14th Street directly south of the project site. A bar and a beauty salon are located across Long Beach Boulevard and 14th Street to the southwest of the project site. Across Long Beach Boulevard to the west, 14th Street splits into a northern and southern alignment of one lane each, separated by a 60-foot-wide strip of property, which comprises the City's 14th Street Park between Chestnut Avenue to the west and Palmer Court (a named alley west of Long Beach Boulevard) to the east. The remaining segment of this strip between Palmer Court and Long Beach Boulevard, home to a former taco shop, has been acquired by the City and is planned to be a future continuation and gateway to 14th Street Park.

The developer proposes to demolish the existing site improvements and build a four-story-plus-mezzanine residential building with 65 market-rate, for-sale dwelling units, and approximately 2,100 square feet of ground-floor commercial space (Exhibit B – Plans and Renderings). The project achieves a density of 57.2 units per acre, and has a total of 68,888 sq. ft. of residential space. A variety of one-, two-, and three-bedroom unit plans are provided, ranging from 720 sq. ft. to 1,705 sq. ft. A total of 90 parking stalls are provided at-grade, consisting of 36 garage stalls, 32 covered carport stalls, and 22 open stalls, with 24.4% of all parking stalls provided as compact (8' x 15') instead of standard (8'-6" x 18'). The proposed building is entirely Type V wood construction, with four main stories and an additional mezzanine/loft level for the top-floor units. Total building height is 60 feet. The project provides 3,450 sq. ft. of common/shared open space, and a total of 5,842 sq. ft. of private open space, averaging 143 sq. ft. per unit. The common open space is provided in fitness and media/game rooms on the third floor, and a roof deck and club room on the fourth floor. The private open space is provided in the form of individual unit balconies.

Vehicular access to the site is provided by four entrance gates off the alley, leading to 90 parking stalls provided in a combination of enclosed garages, carport covered stalls, and open stalls. Pedestrian access to the project is provided at the main residential lobby on Long Beach Boulevard, plus the entrance(s) to the retail space on the corner of Long Beach Boulevard and 14th Street, and another residential entrance on 14th Street. Multiple additional residential access points into the building are taken from the enclosed parking area at the rear of the site.

The building is designed in a contemporary architectural style, and uses plaster (stucco) as the main body of the building in five different colors, ranging from a light beige to deep grays and a deep red. Major areas of accent materials consist of vertical ribbed metal siding in a metallic finish, and smooth cementitious siding panels in two shades of blue. Ground-floor level includes an aluminum storefront window system, and upper-floor

windows are colored vinyl. All materials selections reviewed by staff are high-quality products that exhibit durability and longevity. The project also provides compliance with all development standards set forth in the Midtown Specific Plan. Unit sizes range from 720 to 1,705 sq. ft., exceeding the minimum unit size of 600 sq. ft. established by SP-1. The project complies with all building setbacks, and with the minimum ground-floor height of 20 feet on Long Beach Boulevard., which is provided through the integration of open-volume townhome units on the ground floor of this elevation. The Floor Area Ratio (FAR) of the project is approximately 1.43, below the standard of 2.0 for this site per SP-1.

The project also will include the construction of the 12,000-sq.-ft. parklet/streetlet identified by the Midtown Specific Plan for 14th Street, from the eastern edge of Long Beach Boulevard to the southerly prolongation of the eastern property line of the project site. The Midtown Specific Plan describes the plan's parklets as "provid[ing] much-needed active and passive open spaces for neighborhoods along Long Beach Boulevard to promote an active lifestyle, community gardening, art, and safe places for children and other residents." The parklet/streetlet will involve the closure of 14th Street to vehicular traffic, with the installation of hardscape and landscape amenities from property line to property line across the width of the closed right-of-way. The parklet/streetlet may also include vehicular protection hardware such as bollards where the parklet/streetlet abuts Long Beach Boulevard and the portion of 14th Street open to vehicular traffic.

The Midtown Specific Plan (SP-1) requires that new development pay in-lieu fees that will go toward park improvements within the Midtown corridor boundary. To assess the costs of public improvements to new development through in-lieu fees, the City is required to complete a Development Impact Fee Nexus Study and adopt an Impact Fee Ordinance no later than thirty-six (36) months of the adoption of the Midtown Specific Plan, which is June 2019. According to Section 7.3.3 – Implementation Tasks (pp. 136–140, Midtown Specific Plan), until such time as the nexus study is prepared and impact fee ordinance adopted, the City should negotiate with developers to provide on-site and off-site public realm improvements and/or pay fees commensurate with the expected level of development impact fees. Because the Nexus Study and Impact Fee Ordinance have not yet been completed, a condition of approval has been included to ensure the project complies with this component of SP-1. This condition specifies interim steps that will apply to this project to ensure the timing for and payment of the required fees.

The project is consistent with the zoning and development standards of SP-1. The site is located in General Plan Land Use District No. 7 – Mixed Use District. This LUD allows for large mixed-use projects with the goal of creating vital urban activity centers blending compatible land uses. The proposed project is consistent with this designation, and is in conformance with the General Plan; therefore, no General Plan Amendment is needed.

A number of off-site improvements are required by code and conditions of approval in order to offset the capital improvements to public infrastructure necessary to support this project. These include alley dedication and widening adjacent to the project site, reconstruction of the alley curb return at 14th Street, sidewalk repaving and reconstruction to create a 15-foot-wide sidewalk on 14th Street, additional sidewalk repair and reconstruction on Long Beach Boulevard., construction of full ADA improvements on

existing right-of-way adjacent to the project site, traffic signal upgrades to all signalized intersections directly affected by the project, and new tree wells, street trees, root barriers, and irrigation systems adjacent to the project site (Exhibit C – Conditions of Approval).

The developer requests approval of Site Plan Review for the project building, and a Tentative Tract Map is to subdivide the airspace into condominiums for individual sale of each unit (Exhibit D – Tentative Tract Map No. 77142). Overall, staff finds that the proposed project conforms to the requirements of the applicable Zoning Regulations and Specific Plan, and that all relevant findings of fact necessary for approval are met (Exhibit E – Findings). Staff recommends that the Planning Commission determine the project is within the scope of the project previously analyzed as part of the Midtown Specific Plan Environmental Impact Report (State Clearinghouse No. 2015031034) and warrants no further environmental review pursuant to CEQA Guidelines Section 15162, and approve the Site Plan Review and Tentative Tract Map for the proposed development.

PUBLIC HEARING NOTICE

A total of 1,812 notices of public hearing were distributed by mail on May 21, 2018, in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. As of the preparation of this report, no comments or written testimony has been received.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, this project, including parklet/streetlet construction, was analyzed as part of the previously-certified Midtown Specific Plan Environmental Impact Report (MTSP EIR, SCH#2015031034). An Environmental Compliance Checklist was prepared for the project, and determined that the proposed project, including parklet/streetlet construction, will not result in any new significant impacts not already analyzed in the Midtown Specific Plan EIR (Exhibit F – Environmental Compliance Checklist).

Respectfully submitted,



LINDA F. TATUM, FAICP
DIRECTOR OF DEVELOPMENT SERVICES

LT:CT:SK

Attachments:

- Exhibit A – Location Map
- Exhibit B – Plans and Renderings
- Exhibit C – Conditions of Approval
- Exhibit D – Tentative Tract Map No. 77142
- Exhibit E – Findings
- Exhibit F – Environmental Compliance Checklist