



# CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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December 6, 2018

## CHAIR AND PLANNING COMMISSIONERS

City of Long Beach

California

### RECOMMENDATION:

Accept Categorical Exemption CE-18-155 and approve a Conditional Use Permit (CUP18-016) for the incorporation of a new drive-through lane in conjunction with the renovation of an existing commercial strip center by demolishing three existing buildings and a portion of a fourth building (25,644 s.f.) and constructing two new buildings (23,620 s.f.) at 739 E. Anaheim Street in the Community Auto-Oriented (CCA) District. (District 6)

APPLICANT: Hany Malak  
McKently Malak Architects  
35 Hugus Alley, Suite 200  
(Application No. 1806-23)

### DISCUSSION

#### Project Site

The project site is located on the north side of Anaheim Street, between Lime Avenue and Martin Luther King Jr. Avenue (Exhibit A – Location Map). The site is approximately 3.48 acres in area and developed with a commercial strip center consisting of four separate buildings with the following square footages: Building 1 – 24,170 square-feet; Building 2 – 9,495 square-feet; Pad A – 1,500 square-feet; Pad B – 10,000 square-feet; the total building area is 45,165 square-feet. The buildings feature an assortment of restaurants, retail shops and service-oriented establishments and the site also has 177 parking spaces. The site is within the Community Auto-Oriented (CCA) District and has a General Plan Designation of LUD#8A for Traditional Retail Strip Commercial. It is bordered to the north by single-family residential properties, to the south by a series of commercial uses (retail, restaurants, auto-repair, and a chapel), to the east by a church and to the west by another similar commercial strip development.

Pursuant to Section 21.25.502 of the Zoning code, Site Plan Review approval is required for the construction of new commercial buildings of 1,000 square-feet or more. The changes proposed to this site are less than 50,000 square-feet and the Site Plan Review Committee reviewed and approved the new building design and site configuration on September 12, 2018, based on positive Site Plan Review findings that the proposed design is considered harmonious and consistent within itself and compatible with neighboring structures (Exhibit B – Site Plan Review Findings). The majority of the existing structures

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on the site were constructed in 1984. The applicant is proposing to completely renovate the center by adding new buildings as well as remodeling the façade of the existing buildings in a complimentary manner. (Exhibit C – Plans & Photos).

Renovation of the existing buildings creates a cohesive design with the new buildings by offering a contemporary style of architecture with high- quality materials amongst each structure. Some of the high-quality materials used on each building elevation include composite wood siding, ledgerstone, metal siding, and smooth stucco siding. Each elevation among the three buildings also include asymmetrical design with varied roof heights, pop outs and recesses to break large expanses of flat walls, a good contrast in colors, and corner elements that stand out from the rest of each elevation.

Site orientation is configured with Buildings 1 (existing and to remain in the same location) and 2 being located along the northern portion of the property (14<sup>th</sup> Street), with parking separating the structures from Anaheim Street. Although there is a loss of twelve parking spaces as shown in the table below, the Site Plan Review Committee found that the reduction could be supported since the parking loss correlates directly to the net decrease in overall building area for the site.

CURRENT SITE DEVELOPMENT		PROPOSED PROJECT	
Current Floor Area	45,165 s.f.	Proposed Floor Area	43,241 s.f.
Existing parking stalls	177	Proposed Number of Parking Stalls	165
Current Rate	3.9 Spaces / 1,000 s.f. of Floor Area	Proposed Rate	3.9 Spaces / 1,000 s.f. of Floor Area

Based on the proposal to include a drive-thru lane in conjunction with Building 2, the location along 14<sup>th</sup> Street provides the most rational placement to minimize the intensity of use along Anaheim Street. To offer building frontage along the major streets, the applicant has placed Building 3 along the Anaheim Street and Martin Luther King Jr. Avenue property lines, allowing loading for the larger building to be screened from the major corridor. The site will also feature an east/west pedestrian path bisecting the lot and creating a connection among each building. In conjunction with the pedestrian path connection, the project includes new decorative hardscaping, landscaping and outdoor seating, where appropriate.

Project Description

Pursuant to section 21.32.130 of the Zoning Code, new drive-through lanes for a commercial use must obtain approval of a Conditional Use Permit (CUP) to operate. In order to approve a CUP request for a drive-through facility, positive findings must be made by the Planning Commission and compliance with the special development standards of the zoning ordinance must be met. Section 21.45.130 of the Zoning Code requires that a minimum queuing distance of 150' must be incorporated, to allow adequate space for the

stacking of vehicles in the drive-through lane. The proposed drive-thru lane provides more than 150' of queuing distance, as shown on the site plan. The drive-through lane will be tucked around Building 2, on the opposite side of the property line that faces Anaheim Street. This location is appropriate to visually screen the drive-through and mitigate any queuing impacts from the major corridor. As such, it provides the least-obtrusive option for vehicle circulation and overall functionality of the project.

The project includes several Conditions of Approval to ensure proper maintenance of the drive-through lane and the overall project as a whole. These conditions include regulations to control noise from drive-through speakers and hours of operation of the drive-thru lane. Project approval is not anticipated to cause any adverse impacts. Although residential properties are located to the north of the project site, the drive-through will be buffered by on-site landscaping and 14<sup>th</sup> Street, which is 50 feet wide. The proposed drive-through does not alter the integrity of the project site and carries out the intent of the General Plan. The intent of LUD #8A is to recognize the continuing need to provide commercial uses along the frontages of certain streets for the service and convenience of persons traveling by car, and needing local services. The incorporation of a drive-through lane in conjunction with a new commercial pad caters to motorists in the local area, offering the added convenience of being able to shop without exiting an automobile. The proposed drive-through lane contributes to the existing site as a viable neighborhood-serving commercial center located along Anaheim Street. Staff recommends that the Planning Commission approve the Conditional Use Permit, subject to Conditions of Approval (Exhibit D – CUP Findings & Conditions).

### **PUBLIC HEARING NOTICE**

In accordance with provisions of the Zoning Ordinance, 1313 Public Hearing notices were mailed on November 19, 2018. At the time of preparation of this report, staff has not received any correspondence regarding the project.

### **ENVIRONMENTAL REVIEW**

In accordance with the Guidelines for Implementation of the California Environmental Quality Act, the project is exempt per Section 15302 – Replacement or Reconstruction, as the project consists of the demolition of approximately 25,644 square-feet and the construction of approximately 23,620 square-feet of commercial building area (Exhibit D – CE 18-155).

Respectfully submitted,



CUENTIN JACKSON  
PROJECT PLANNER



ALEXIS OROPEZA  
SENIOR PLANNER



CHRISTOPHER KOONTZ, AICP  
PLANNING BUREAU MANAGER



LINDA TATUM, FAICP  
DIRECTOR OF DEVELOPMENT SERVICES

LFT:CK:AO:CJ

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Attachments:

- Exhibit A – Location Map
- Exhibit B – Site Plan Review Findings
- Exhibit C – Plans & Photos
- Exhibit D – Findings & Conditions
- Exhibit E – Categorical Exemption 18-115