

September 16, 2021

**CHAIR AND PLANNING COMMISSIONERS**

City of Long Beach  
California

**RECOMMENDATION:**

Determine that the project is within the scope of the project previously analyzed as part of the General Plan Land Use and Urban Design Elements Program EIR (SCH #2015051054) (PECC 01-21) and warrants no further environmental pursuant to CEQA Guidelines Sections 15168 and 15162;

Approve Site Plan Review SPR21-007 for construction of two concrete tilt-up industrial buildings (62,042 square feet and 61,553 square feet, respectively), including the remodel and reuse of an existing 5,827-square-foot industrial building, with surface parking (176 spaces) on a 6.65-acre site located at 929 West Anaheim Street and 1401 San Francisco Avenue in the General Industrial (IG) Zoning District.; and,

Approve a request to merge three (3) lots into a single 289,866-square-foot (6.65-acre) lot. (District 1)

**APPLICANT:** 929 West Anaheim Street, LLC (Daniel Webb, Vice President)  
c/o Clark Neuhoff for Alere Property Group LLC  
100 Bayview Circle, Suite 310  
Newport Beach, CA 92660  
(Application No. 2102-12)

**DISCUSSION**

The site is located on the west side of San Francisco Avenue between 15<sup>th</sup> Street to the north and West Anaheim Street to the south (Attachment A - Vicinity Map). The West Anaheim Street frontage road abuts the southern property line. At approximately 6.65 acres (289,864 square feet), the site is currently developed with an outdoor pipe storage facility and an existing 5,827-square-foot industrial building. As shown on Figure 1, Project Site, the site has a flag-shaped orientation.



Figure 1: Project Site



The site is within the General Industrial (IG) Zoning District and has a Neo-Industrial (NI)/40 feet General Plan Land Use PlaceType. The site is surrounded by industrial uses to the east and by the Los Angeles River to the west (Attachment B - Site Photos). Along the western site boundary, the Los Angeles River Bike Path abuts the site at an elevated grade from the finish grade of the project site. An existing bicycle path access point (offsite) abuts the southern property line of the site. The site to the north (1601 San Francisco Avenue) is presently under construction with two industrial buildings that were approved by Planning Commission on October 3, 2019.

The General Plan Land Use Element (LUE) Height Map places a maximum height 40 feet on the subject site. The 40-foot height limit represents a lower height than the 65-foot maximum height limit permitted by the properties' current IG Zoning District. Per the LUE, development in the NI PlaceType envisions a mix of light industrial, clean manufacturing and office uses. Commercial uses accessory to creative business endeavor(s) are also allowed. This PlaceType further differs from the Industrial PlaceType as limited live/work uses are permitted as a component of an employment-generating, adaptive reuse project.

Pursuant to Section 21.25.502 of the Long Beach Municipal Code (LBMC), Site Plan Review by the Planning Commission is required for the construction of new industrial buildings that are 50,000 square feet or greater in size.

### Project Description

The applicant proposes to construct two new concrete tilt-up industrial buildings of 62,042 square feet (Building 1) and 61,553 square feet (Building 2), respectively, with 176 parking spaces (Attachment C - Plans and Renderings). The project includes the remodel and reuse of a 5,827-square-foot industrial building on the consolidated site. Each new building will have a height of 38 feet with a vertical architectural corner element for rooftop screening at 42-feet-5-inches. The architectural element is non-habitable area for screening and is permitted to extend above building height for the purpose of screening rooftop mechanical equipment.

The proposed project is consistent with the allowable uses of the underlying IG Zoning District and is designed to allow flexibility to accommodate future uses on the site that are contemplated by the NI PlaceType. The NI PlaceType contemplates a jobs-rich mix of clean technology, office, research and development, light industrial and accessory commercial uses. To support this jobs-rich mix of uses, the NI PlaceType anticipated a higher parking ratio (three parking spaces per 1,000) then is required for the proposed project. As it relates to parking, the proposed warehouse use complies with the applicable parking ratio of one parking space per 1,000 square feet. However, the project's site plan accommodates an alternative parking configuration in which additional parking at the higher ratio can be accommodated as more jobs-dense uses locate to the site in the future. As planned, the proposed project is consistent with both the intent of the NI PlaceType designation and the requirements of the current zoning by achieving the objective to develop a flexible light industrial use with accessory office that emphasizes a quality physical environment and architecture.

As shown in Table 1, Project Summary, Building 1 will consist of 2,000 square feet of office space, 2,000 square feet of mezzanine space for office use, and 58,042 square feet of warehouse space. Building 2 will consist of 2,000 square feet of office space, 2,000 square feet of mezzanine space for office use, and 57,553 square feet of warehouse space. The existing 5,827-square-foot industrial building on the project site would be retained and incorporated into the consolidated site plan as a standalone industrial use, such as warehouse. The project would support potential light industrial uses such as warehousing. Accessory office space, totaling less than 7 percent of the building area, would be provided in each building to support the business operations.

As proposed, the 176 parking spaces provided complies with Zoning Code requirement for one parking space per 1,000 square feet of gross floor area (GFA) for the largely warehouse use currently proposed.

The applicant's plans demonstrate that additional parking could be provided ensuring consistency with the NI PlaceType and allowing flexibility to accommodate more jobs-dense uses on the site in the for future uses. The project has demonstrated the ability to convert building area and reconfigure parking areas to accommodate the NI PlaceType parking ratio of 3 spaces per 1,000 square feet and the ability to retrofit the building for smaller scale light industrial and creative uses. This would primarily occur through the conversion of some truck bays to passenger vehicle parking and reconfiguration of interior space from warehouse to office.

Table 1: Project Summary

	<b>Building 1</b>	<b>Building 2</b>	<b>(E) Building</b>	<b>Total</b>
<b>Building Size (square feet)</b>	62,042	61,553	5,827	<b>129,422</b>
Warehouse	58,042	57,553	5,827	<b>121,422</b>
Mezzanine Office Area	2,000	2,000		<b>4,000</b>
Office Area	2,000	2,000		<b>4,000</b>
<b>Building Height</b>	38 feet (42-ft-5-in at corner screening)	38 feet (42-ft-5-in at corner screening)	-	-
<b>Parking (spaces)</b>				
Required	63	62	6	<b>131</b>
Provided	67	62	47	<b>176</b>
<b>Future Neo-Industrial Parking (conversion)</b>				
Required	124	133	6	<b>263</b>
Provided	162	169	47	<b>378</b>
<b>Truck Doors</b>				
Dock Doors	9	7	-	<b>16</b>

### *Site Plan Review*

Buildings 1 and 2 are sited to front San Francisco Avenue with a shared vehicular/truck access at the terminus of West 14<sup>th</sup> Street. Two additional vehicular/truck access points would be provided: to the north along San Francisco at the terminus of Cowles Street and on the south frontage along the West Anaheim Street frontage road. The northern access point would serve the rear parking/dock areas at Building 2 and the improved surface parking lot at the existing industrial building. The provided setbacks would include landscaping serving as a buffer, including along the areas facing the Los Angeles River. The existing industrial building would be improved by introducing a surface parking lot with a minimum 5-foot landscaped buffer and associated parking lot landscaping.

The elevations along San Francisco Avenue are given the greatest level of attention with regards to architecture, creating facades that are attractive from the public right-of-way. At the shared vehicle access point (terminus of West 14<sup>th</sup> Street) both new buildings would feature a corner

element that functions as both an architectural feature and a screening element for rooftop equipment. The building facades are adequately broken up and scaled through the use of pop-outs, recessions, and glazing. Window glazing of different sizes, heights, intervals, and wall scoring is creatively and effectively used to add visual interest. The project site is located directly to the east of the Los Angeles River, creating full visibility of the west elevations of Buildings 1 and 2 from the adjacent bike path. The west elevations include similar treatments (contrasting colors, glazing, pop-outs, etc.) as the street-facing elevations to improve the aesthetic quality of the elevations visible from the bike path. Conditions of Approval include the maintenance of landscaping along all setbacks, the planting of landscaping, such as bougainvillea, along new fencing, and the prompt removal of graffiti (Attachment D - Conditions of Approval). In addition to the aesthetic improvements along the setback abutting the Los Angeles River and Los Angeles River Bike Path, a condition of approval has been added for the Applicant to coordinate with the Public Works Department's Transportation Mobility Bureau for the installation of or financial contribution to the installation of bicycle access point enhancements and/or signage at the Los Angeles River Bicycle Path entrance abutting the southern property line of the site. The buildings are designed to provide complementary aesthetics to the river while also including appropriate provisions to prevent vandalism and trespassing.

Based on required Site Plan Review findings that the proposed project is harmonious and consistent within itself and compatible with the surrounding community, Staff finds that the proposed project, including the project design, is consistent with the General Plan and compatible with the surrounding area (Attachment E - Findings). General characteristics such as site orientation, vehicle circulation, and façade articulation have been taken into consideration with the overall design of the site and industrial buildings. The Project fits within the context of the industrial area along the Los Angeles River, including its adjacency to the recently approved warehouse project located at 1601 San Francisco Avenue to the north of the subject site.

The Draft Los Angeles River Master Plan (January 2021) is a vision document that identifies long term goals and potential strategies for increasing open space along the Los Angeles River. This role of the master plan is to identify potential opportunities for development of open space, in partnership with County of Los Angeles which owns and manages the land the comprises and in some case is adjacent to the river channel; it identifies the subject site as being located within an approximately 40-acre "Middle Long Beach" project area that is comprised of both publicly and privately owned property. Potential project sites within the master plan were primarily identified based on an analysis of the Los Angeles River right-of-way and available adjacent publicly owned land assets and do not identify specific parcels or locations for open space. Rather, it provides a planning framework for the provision of open space amenities of various kinds to be equitably distributed along the 51-mile extent of the river. It does not supersede the City's General Plan or zoning which determine what types of land uses are permitted on any given property. The project site, previously owned by the city, is now privately owned and the proposed project is consistent with both the Zoning and General Plan PlaceType designation of the property. The project site composes just 16 percent of the Middle Long Beach Project area.

and its development would not preclude future development of public assets in the Middle Long Beach area. Furthermore as conditioned, the project would require the applicant to coordinate with the Public Works Department's Transportation Mobility Bureau for the installation of or financial contribution to the installation of bicycle access point enhancements and/or signage at the Los Angeles River Bicycle Path, in the spirit of advancing the Draft Los Angeles River Master Plan Master Plan's goals with river access improvements. These design solutions for enhancement would help address the needs identified in the vicinity of the Middle Long Beach area.

### *Lot Merger*

According to the record of survey, there are three existing legal parcels on the project site. Under existing conditions, the site is addressed as 929 West Anaheim Street and 1401 San Francisco Avenue with a vacated alley (West 14<sup>th</sup> Street). The lot merger would result in one 289,864-square-foot lot and ensure the proposed project is contained within a consolidated site that shares all onsite parking (Attachment F – Lot Merger Exhibit). There would be one legal parcel after the lots are merged.

### **PUBLIC HEARING NOTICE**

A total of 190 notices of public hearing were distributed within a 1,000-foot radius from the project site on August 30, 2021, in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. As of the preparation of this report, no correspondence was received by staff.

On July 21, 2021, the project applicant participated in a virtual meeting with the Magnolia Industrial Group (MIG) Business Improvement District (BID) board of directors to provide an overview of the project and answer project-related questions.

### **ENVIRONMENTAL REVIEW**

This project has been reviewed for compliance with the California Environmental Quality Act (CEQA). Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, this project was analyzed as part of the previously certified General Plan Land Use and Urban Design Elements Program Environmental Impact Report (PEIR) (Attachment G - General Plan Land Use and Urban Design Elements PEIR [SCH No. 2015051054]). A Program EIR Compliance Checklist was prepared for this project (Attachment H - 929 West Anaheim Street Project PEIR Compliance Checklist [PECC 01-21]). The PEIR Compliance Checklist analyzed the proposed project in accordance with the General Plan Land Use and Urban Design Elements PEIR (SCH No. 2015051054) and determined that the project will not result in any new significant impacts that exceed those analyzed in the General Plan Land Use and Urban Design Elements PEIR, with mitigation measures included). Additionally, the development is subject to the General Plan Land Use and Urban Design Elements PEIR Mitigation Monitoring and Reporting Program (MMRP) (Attachment I - General Plan Land Use and Urban Design Elements

CHAIR AND PLANNING COMMISSIONERS

SEPTEMBER 16, 2021

Page 7 of 8

MMRP). The MMRP is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the PEIR that applies to the applicant's proposal, specifications are made that identify the action required and the monitoring that must occur. In addition, the party responsible for verifying compliance with individual mitigation measures is identified.

The project site is located within an area with established heavy industrial uses adjacent to the Los Angeles River. Many of the existing industrial structures in the surrounding area are dilapidated or in substandard conditions. The addition of the two new industrial buildings will contribute to the beautification of the community and is not anticipated to cause adverse impacts. Staff has analyzed the project in accordance with the required findings for an SPR entitlement and finds that positive findings can be made. As such, staff recommends that the Planning Commission approve the Site Plan Review and Lot Merger, subject to Conditions of Approval.

Respectfully submitted,



MARYANNE CRONIN  
PROJECT PLANNER



ALEXIS OROPEZA  
CURRENT PLANNING OFFICER



PATRICIA DIEFENDERFER, AICP  
PLANNING BUREAU MANAGER



CHRISTOPHER KOONTZ, AICP  
DEPUTY DIRECTOR OF DEVELOPMENT  
SERVICES



OSCAR W. ORCI  
DIRECTOR OF DEVELOPMENT SERVICES

OO:CK:PAD:AO:mc

Attachments:      Attachment A – Vicinity Map  
                         Attachment B – Site Photos  
                         Attachment C – Project Plans

Attachment D – Conditions of Approval

Attachment E – Findings

Attachment F – Lot Merger Exhibit

Attachment G – General Plan Land Use and Urban Design Elements  
Program EIR (SCH No. 2015051054)

Attachment H – 929 West Anaheim Street Project PEIR Compliance  
Checklist (PECC 01-21)

Attachment I – General Plan Land Use and Urban Design Elements  
MMRP