

MEMORANDUM

To: Alex Muldrow, City of Long Beach
Amy Harbin, AICP, City of Long Beach

From: Frances Yau, AICP
Alan Ashimine

Date: September 30, 2022

Subject: **Errata for the Star Express Car Wash Project Public Review Draft Initial Study/Mitigated Negative Declaration**

INTRODUCTION

The City of Long Beach (City) circulated a Notice of Intent (NOI) and the *Star Express Car Wash Project Public Review Draft Initial Study/Mitigated Negative Declaration* (Draft IS/MND), State Clearinghouse No. 2022060007, dated June 2022, for a 30-day public review period from June 1, 2022, through June 30, 2022. Since this circulation, the City identified a minor administrative update to the proposed project description in the Draft IS/MND. As such, potential impacts and revisions resulting from the modification to the previously analyzed project are presented herein. The revisions represent minor modifications to the previously analyzed project and do not change the conclusions presented in the Draft IS/MND. Overall, the revised project would not create any new potentially significant impacts or the need for additional mitigation measures. Consistent with CEQA Guidelines Section 15073.5, recirculation of the Draft IS/MND is not required.

MODIFICATIONS TO THE PREVIOUSLY ANALYZED PROJECT

The project site consists of two lots located at 1911 East Pacific Coast Highway (Assessor's Parcel Number [APN] 7216-032-021). According to the *City of Long Beach Zoning Districts Map*, the project site is zoned Regional Highway Commercial (CHW) and Low-Density Multi-family Residential, small lot (R-3-S). The Draft IS/MND identified a required Lot Merger (to merge the two lots into one) and Zone Change (to rezone the merged lot to be entirely CHW).

The City has identified an administrative update to the requested zone change. Rather than rezoning the entire project site to CHW, the proposed modification would rezone the merged lot to Community R-4-N Commercial (CCN). Based on *Long Beach Municipal Code* (LBMC) Section 21.32.020(C), the Community Commercial zoning districts provide medium scale uses that serve an entire community, including those who arrive by automobile, and which may require buffering to ensure compatibility with adjacent residential neighborhoods. These districts are located on major or minor arterials, located on larger lot sizes and adjoining larger scale residential neighborhood uses, or are buffered from smaller scale residential neighborhoods. There are four types of Community Commercial zoning districts including the CCN zoning district. The CCN district permits retail and service uses for an entire community, including convenience and

comparison shopping for goods and associated services and also permits medium density residential development at Medium-Density Multiple Residential (R-4-N) densities. Refer to Attachment A for an updated Exhibit 2-3, *Proposed Site Plan*, that reflects the modified zone change.

IMPACTS RESULTING FROM MODIFICATIONS TO THE PROJECT

Overall, the proposed modifications would result in little to no discernible environmental effects not previously considered in the Draft IS/MND, and do not substantially or fundamentally alter the conclusions or findings of the Draft IS/MND relative to the project's potential environmental effects or proposed mitigation measures.

The proposed modification to the project's anticipated zone change would not result in any changes to the proposed development on-site. Construction activities (e.g., demolition, grading, and building) and operational activities (e.g., car wash operations and landscaping maintenance) under the revised project would be the same as the previously analyzed project. As such, the previously analyzed project impacts to all of the environmental topical areas in the CEQA Guidelines Appendix G Checklist would not change as a result of the project modifications:

- Aesthetics;
- Air Quality;
- Agriculture and Forestry Resources;
- Biological Resources;
- Cultural Resources;
- Energy;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services;
- Recreation;
- Utilities and Service Systems;
- Transportation/Traffic;
- Tribal Cultural Resources; and
- Wildfire.

However, minor editorial changes to the Draft IS/MND are noted below to reflect the revised zone change. A double underline indicates additions to the text; ~~strikethrough~~ indicates deletions to the text. Changes are listed by section and page. The errata noted below are not considered to result in any new or substantially greater significant impacts as compared to those identified in the Draft IS/MND and do not affect the overall conclusions of the environmental document.

DRAFT IS/MND SECTION 4.1, *AESTHETICS*, PAGE 4.1-2

Long Beach Municipal Code (LBMC) Title 21, *Zoning*, includes site development standards that aid in governing scenic quality. Table 4.1-1, *Municipal Code Governing Scenic Quality Consistency Analysis*, provides a consistency analysis of the proposed project and relevant Community R-4-N Commercial (CCN)~~Regional Highway Commercial (CHW)~~ zoning district development standards related to scenic quality. Refer to Section 4.11, *Land Use and Planning*, for a discussion concerning the project's consistency with other applicable zoning requirements.

Table 4.1-1
Municipal Code Governing Scenic Quality Consistency Analysis

Relevant Municipal Code Sections	Consistency Analysis
Section 21.32.210 – Building height: The height of all buildings shall be limited as indicated in Tables 32-2 and 32-2A. <i>Per Table 32-2, <u>CCN</u> CHW-zone has a maximum building height of <u>328</u> feet (<u>32</u> stories).</i>	<u>Consistent.</u> The proposed car wash tunnel building would be approximately 28 feet tall. Additionally, the restroom/trash enclosure/vacuum room and monitoring room would be approximately 16 feet, 6 inches and 13 feet, 3 inches in height, respectively. Thus, the project would be consistent with LBMC Section 21.32.210.

DRAFT IS/MND SECTION 4.3, AIR QUALITY, PAGE 4.3-2

The project site is currently comprised of two lots. The northern lot is currently zoned Low-density Multi-family Residential, small lot (R-3-S) while the southern lot is zoned Regional Highway District (CHW). The project is requesting a Lot Merger (to consolidate the two lots into one) and a Zone Change (to rezone the entire project site to Community R-4-N Commercial [CCN]). According to the City of Long Beach Zoning Districts Map, the project site is zoned Regional Highway District (CHW) and Low density Multi family Residential, small lot (R-3-S). Based on Long Beach Municipal Code (LBMC) Section 21.32.020(D)(1), the CHW district allows mixed scale commercial uses located along major arterial streets and regional traffic corridors. Additionally, based on LBMC Section 21.31.020(K), the R-3-S district is a three family residential district specifically for multi-family development on smaller lots. The proposed car wash use is a conditionally permitted use in the CCN CHW zone and thus, would require a Conditional Use Permit. With the approval of the Conditional Use Permit, the project would be consistent with the proposed site's CCN zoning designation. In addition, it is acknowledged that the site is currently comprised of two lots. The northern lot is currently zoned R-3-S while the southern lot is zoned CHW. The project also requests a Lot Merger (to consolidate the two lots into one) and a Zone Change (to rezone the northern lot from R-3-S to CHW).

DRAFT IS/MND SECTION 4.3, AIR QUALITY, PAGE 4.3-3

- c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2016 AQMP are primarily based on the 2016-2040 RTP/SCS. As discussed above, it is acknowledged that the site is currently comprised of two lots. The northern lot is currently zoned R-3-S while the southern lot is zoned CHW. The project requests a Lot Merger (to consolidate the two lots into one) and a Zone Change (to rezone the entire project site northern lot from R-3-S to CCNCHW). As such, upon approval, the project would be consistent with the site's General Plan land use designation and zoning. As discussed in Section 4.8, Greenhouse Gas Emissions, the project would implement various SCAG land use planning policies and is considered a redevelopment project. Further, the project would be consistent with the goals of Senate Bill 375. Specifically, the project site is located within 500 feet of an existing Metro bus stop (Line 21, 22, 23, 171, 172, 173, 174 and 175), which would incentivize employees to utilize alternative transportation modes and therefore lower criteria pollutant emissions. As such, the proposed project meets this AQMP consistency criterion.

DRAFT IS/MND SECTION 4.11, LAND USE AND PLANNING, PAGE 4.11-3

Applicable General Plan Land Use Element Policies	Project Consistency Analysis
STRATEGY No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).	
LU Policy 7-8: Ensure infill development is compatible with surrounding established and planned uses.	<p>Consistent. The proposed car wash facility is conditionally permitted in the <u>Community R-4-N Commercial (CCN) Regional Highway District (CHW)</u> zoning district, and would be compatible with adjacent uses, including existing commercial uses to the east and west of the site along East Pacific Coast Highway. <u>Specifically, there are auto repair shops and a gas station to the east, a motel and thrift store to the south, and a laundromat and market to the west. Thus, the proposed car wash facility would be compatible with surrounding commercial uses along East Pacific Coast Highway.</u> While the project would require a zone change to rezone the northern portion of the site from Low-density Multi-family Residential, small lot (R-3-S) to CHW, this portion of the site is already developed as part of the surface parking lot associated with the existing restaurant on-site and is separated from existing multi-family residences to the north by a brick masonry wall. Additionally, the project proposes to replace the existing wall with a 6.5-foot high decorative masonry wall and landscaping along the northern site perimeter to screen the car wash facility from the northern adjacent residential uses.</p>

DRAFT IS/MND SECTION 4.11, LAND USE AND PLANNING, PAGE 4.11-5

The project site is currently comprised of two lots. The northern lot is currently zoned Low-density Multi-family Residential, small lot (R-3-S) while the southern lot is zoned Regional Highway District (CHW). The project requests a Lot Merger (to consolidate the two lots into one) and a Zone Change (to rezone the entire project site to Community R-4-N Commercial [CCN]). According to the City of Long Beach Zoning Districts Map, the project site is zoned Regional Highway District (CHW). Based on Long Beach Municipal Code (LBMC) Section 21.32.020(C), the Community Commercial zoning districts provide medium scale uses that serve an entire community, including those who arrive by automobile, and which may require buffering to ensure compatibility with adjacent residential neighborhoods. There are four types of Community Commercial zoning districts including the CCN zoning district. The CCN district permits retail and service uses for an entire community, including convenience and comparison shopping for goods and associated services and also permits medium density residential development at Medium-Density Multiple Residential (R-4-N) densities. Section 21.32.020(D)(1), the CHW district allows mixed scale commercial uses located along major arterial streets and regional traffic corridors. According to LBMC Table 32-1, Uses In All Other Commercial Zoning Districts, the proposed car wash use is a conditionally permitted use in the CCN CHW-zone and thus, would require a Conditional Use Permit. In addition, it is acknowledged that the site is currently comprised of two lots. The northern lot is currently zoned Low-density Multi-family Residential, small lot (R-3-S) while the southern lot is zoned CHW. The project requests a Lot Merger (to consolidate the two lots into one) and a Zone Change (to rezone the northern lot from R-3-S to CHW).

Table 4.11-2, CCN CHW-Zone Development Standards Consistency Analysis, evaluates the project's consistency with applicable development standards for the CCN CHW-zone. As shown, the project would be consistent with relevant LBMC standards, and impacts would be less than significant in this regard. Refer to Section 4.1, Aesthetics, for a discussion concerning the project's consistency with other applicable policies governing scenic resources.

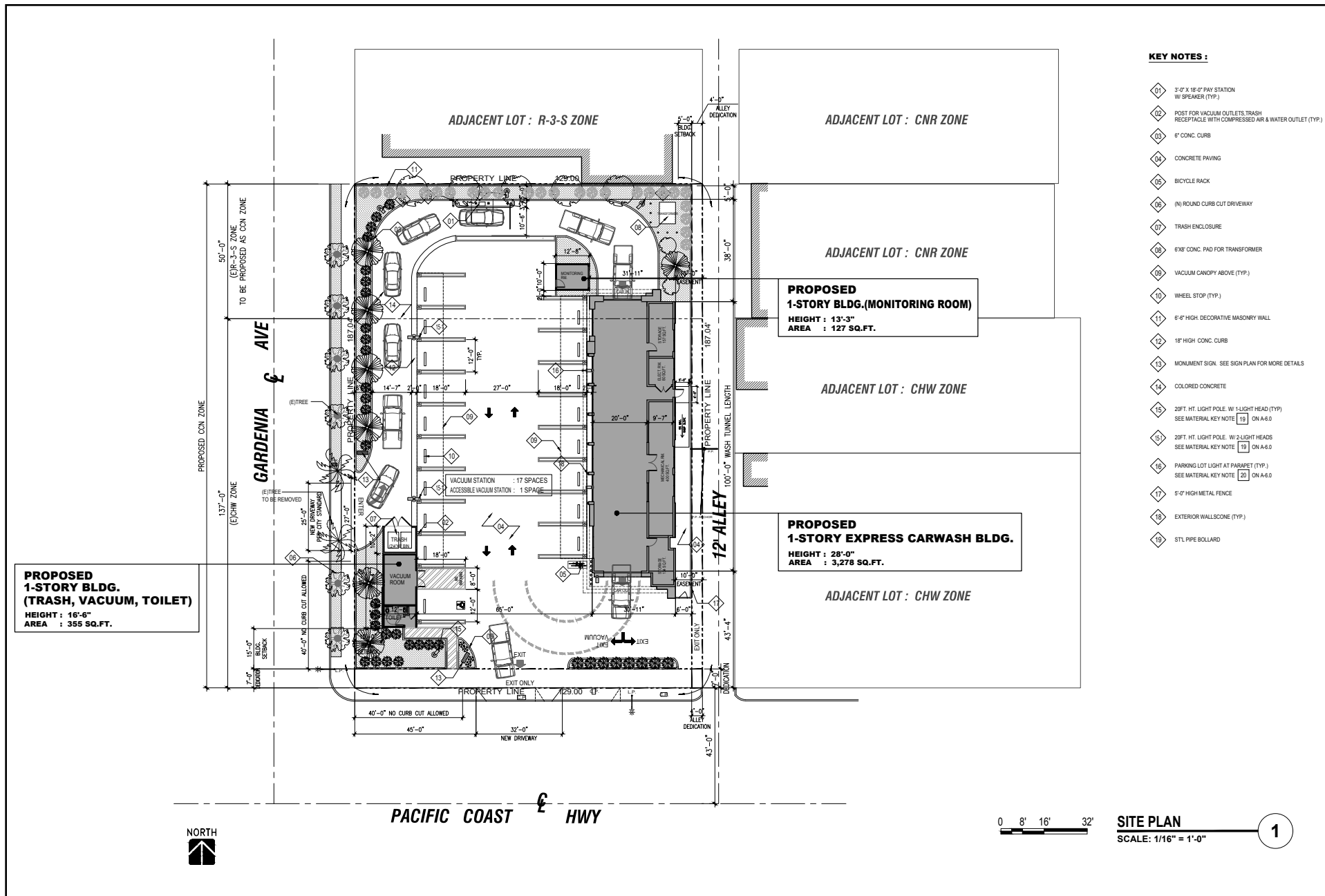
Table 4.11-2
CCN CHW-Zone Development Standards Consistency Analysis

Development Standard	<u>CCN CHW</u> -Zoning Requirement	Proposed Project	Does Project Satisfy Requirement?
Building Setbacks			
Front Street	<u>1540</u> feet	<u>1540</u> feet	Yes
Side Street	10 feet	10 feet	Yes
Adjacent to Side Yard of Residential District	10 feet	<u>435</u> feet	Yes
Adjacent to Nonresidential District	5 feet	<u>225</u> feet	Yes
Minimum Lot Size	<u>120,000</u> square feet	24,083 square feet	Yes
Maximum Building Height	<u>3828</u> feet (<u>32</u> stories)	28 feet	Yes
Required Landscaping	All required yard areas, except yards abutting alleys and yards used for outdoor dining, shall contain an area not less than 5 feet in width planted with trees, shrubs and/or groundcover.	As shown on <u>Exhibit 2-3, Proposed Site Plan</u> , the project would plant trees, shrubs, and groundcover along a 10-foot wide landscaped area along the southern and western project boundary and along a 5-foot wide landscaped area along the northern project boundary. Although not required, landscaping would also be provided along the northeastern project boundary abutting the eastern alley.	Yes
Screening (Adjacent to Residential Districts)	All commercial uses adjoining or abutting a residential district shall be screened by a solid fence or wall not less than 6 feet, 6 inches in height, except in the front yard of the residential lot, where the fence or wall shall be 3 feet in height.	The project would provide a 6.5 foot tall decorative masonry wall along the northern site perimeter that abuts residential areas.	Yes

Development Standard	<u>CCN CHW</u> -Zoning Requirement	Proposed Project	Does Project Satisfy Requirement?
Off-Street Parking Requirement	2 spaces per wash bay (for purposes of belt driven facilities, the conveyor length shall be divided by 18 to determine the number of wash bays)	The proposed car wash tunnel would be 100 feet in length and thus, the project would be required to provide 12 parking spaces. The project would provide 18 self-vacuum parking stations (including one accessible parking space).	Yes
Source: City of Long Beach, <i>Long Beach Municipal Code</i> , codified through Ordinance No. ORD-21-0035, enacted October 5, 2021.			

It is acknowledged that the project would not meet the minimum 1.0 FAR requirement for the NSC-M PlaceType. However, the proposed project would generally be consistent with applicable General Plan policies and CCN CHW-zone development standards under the Municipal Code. Thus, impacts would be less than significant in this regard.

ATTACHMENT A
Updated Proposed Site Plan



Source: GROUPARCH DEVELOPMENT, INC., March 2021

Michael Baker
INTERNATIONAL



NOT TO SCALE

09/2022 JN 186356

STAR EXPRESS CAR WASH PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Proposed Site Plan

Exhibit 2-3