

# **SITE PLAN REVIEW FINDINGS**

**300 Studebaker Road**

**Application No. 1811-05 (SPR18-056)**

**November 7, 2019**

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, the Site Plan Review Committee or the Planning Commission shall not approve a Site Plan Review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

**1. THE DESIGN IS HARMONIOUS, CONSISTENT AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DESIGN, CHARACTER AND SCALE, WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;**

The applicant proposes to construct two new concrete tilt-up industrial buildings of 91,700 square feet (Building 1) and 47,500 square feet (Building 2), respectively, with 168 parking spaces (see project plans in App. No. 1811-05).

Each building is oriented to eliminate visibility of loading docks from Studebaker Road. The elevations along Studebaker Road are given the greatest level of attention with regards to architecture, creating facades that are attractive from the public right-of-way. 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. Bird-safe window and glass treatments are required by the SEADIP plan and are included as a condition of approval.

The scale of the proposed buildings would be consistent with the maximum height of 35-feet identified in the SEADIP for non-residential buildings. The location of the industrial buildings provides a buffer use between Studebaker Road and the neighboring Alamitos Energy Center (owned by AES).

A total of 140 parking spaces are required for this project per the proposed warehouse use in Chapter 21.41 of the Long Beach Municipal Code. The project proposes the 168 parking spaces at-grade with associated landscaping. In addition, grasscrete parking provides 43 additional parking spaces that have dual utilization as open space and parking facilities.

Vehicles would access the project suite via a new 61-foot driveway, creating a fourth leg of the signalized intersection of Studebaker Road and Loynes Drive. A second access driveway would be provided near the northern limits of the project site along Studebaker Road that is right in and right out only. Truck access would be limited to Studebaker Road; trucks would not be allowed access on Loynes Drive. As conditioned, the project operator will be required to provide driver training to ensure only authorized truck routes are used to access the site and

that truck traffic does not create traffic impacts on local roads. A traffic analysis was completed as part of the Initial Study/Mitigated Negative Declaration (IS/MND) for the project (Exhibit I –Initial Study/Mitigated Negative Declaration [ND13-19]).

In addition, the project would be required to construct Americans with Disabilities Act (ADA) sidewalk, curb, and intersection improvements adjacent to the project, bus stop improvements, bike lane striping, and new tree wells, street trees, root barriers, and irrigation systems adjacent to the project site. The required right-of-way improvements would ensure code-compliant access to the site and along Studebaker Road and Loynes Drive.

The project is compatible in design, character, and scale with its surroundings, which include the adjacent Alamitos Energy Center. The 35-foot-high buildings would be setback from Studebaker Road beyond SEADIP requirements and all loading docks would be located at the rear of the property. The incorporation of offsetting architectural features would soften the presence of the concrete tilt up building which will provide a cohesive design. The project's form and massing have been designed to be respectful of nearby uses while making a positive contribution to SEADIP area.

**2. THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT, THE DOWNTOWN DESIGN GUIDELINES, PD GUIDELINES OR THE GENERAL PLAN;**

The project site is located in the SEADIP (PD-1) and conforms to the special design guidelines set forth in the provisions applying to all areas of that document and the specific standards for Subareas 19 and 24. These guidelines set standards for setbacks, landscaping, open space, screening, bird-safe treatments, and overall quality of development.

SEADIP requires 30 percent of the site to be developed as open space. The project would provide a portion of the required open space on-site, and would dedicate the remaining 1.81-acres of open space off-site (west side of Studebaker Road) and contiguous with the Los Cerritos Wetlands (Subarea 24). This transference of privately owned land to a joint powers authority (Los Cerritos Wetlands Authority) would fulfill the remaining portion of the on-site open space requirement, while also furthering the goals and policies of SEADIP and the LCP for the preservation, maintenance, and restoration of the open space areas west of Studebaker Road. Vegetation restoration would be planned in accordance with the LCWA's plan for the greater Los Cerritos Wetlands complex.

The project design, as discussed above, consists of high-quality architecture and materials choices, and complies with the requirements of the SEADIP. Visual relief is provided on building offsets and screening parapets. The buildings make a positive contribution to the streetscape by directly providing quality architectural elevations on the Studebaker Road frontage.

The site is located within General Plan Land Use District No. 7 – Mixed Uses. LUD No. 7 is intended for a combination of land uses including industrial and recreational uses. The proposed industrial project on the east side of Studebaker Road is consistent with the context of the site and objective to develop a quality physical environment.

The Local Coastal Program's (LCP) is an element of the General Plan. The projects' inclusion of off-site open space furthers the LCP and SEADIP intentions for the preservation and dedication of open space areas at the northwest and southwest corners of the Loynes Drive and Studebaker Road intersection (Subarea 24).

**3. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES, UNLESS NO ALTERNATIVE DESIGN IS POSSIBLE;**

There are currently no trees located on the interior of the project site. The existing vegetation along the frontage of the eastern project area is ornamental in nature. The existing ornamental landscaping on the perimeter of the site would be required to be removed and replaced with new street trees installed consistent with Section 21.42.050 of the City Municipal Code. The installation of new street trees consistent with applicable standards will provide a continuous perimeter of broad, leafy shade canopies around and throughout the project site.

Under the proposed project, the western project area would be restored to native wetland habitat and donated to the Los Cerritos Wetland Authority. Restoration plans would be prepared in consultation with LCWA and in compliance with requirements of the SEADIP and SEASP.

**4. THERE IS AN ESSENTIAL NEXUS BETWEEN THE PUBLIC IMPROVEMENT REQUIREMENTS ESTABLISHED BY THIS ORDINANCE AND THE LIKELY IMPACTS OF THE PROPOSED DEVELOPMENT; AND**

Improvements to the public right-of-way adjacent to the project will include several dedications required by the Code and conditions of approval to offset the capital improvements to public infrastructure necessary to support this project. These improvements include construction of full Americans with Disabilities Act (ADA) sidewalk, curb, and intersection improvements adjacent to the project, bus stop improvements, bike lane striping, and new tree wells, street trees, root

barriers, and irrigation systems adjacent to the project site (see 1811-05 conditions of approval).

**5. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT), WHICH REQUIREMENTS ARE SUMMARIZED IN TABLE 25 1 AS FOLLOWS:**

Table 25-1  
Transportation Demand Management Ordinance Requirements

TDM Requirements	New Nonresidential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation Information Area	♦	♦	♦
Preferential carpool/vanpool parking		♦	♦
Parking designed to admit vanpools		♦	♦
Bicycle parking		♦	♦
Carpool/vanpool loading zones			♦
Efficient pedestrian access			♦
Bus stop improvements			♦
Safe bike access from street to bike parking			♦
Transit review	For all residential and nonresidential projects subject to EIR		

The project contains more than 100,000 square feet of new non-residential development. Therefore, as conditioned, a Transportation Demand Management (TDM) Plan is required to be prepared and approved by the Director of Department of Development Services prior to issuance of a Certificate of Occupancy.

**6. THE APPROVAL IS CONSISTENT WITH THE GREEN BUILDING STANDARDS FOR PUBLIC AND PRIVATE DEVELOPMENT, AS LISTED IN SECTION 21.45.400.**

The project will comply with green building standards for private development, as the requirements of Section 21.45.400. As conditioned, the project design shall include green building project design features for development incentives, which includes LEED Certified or Equivalent.

Additionally, the development shall include canopy trees in the parking areas, bicycle parking, a solar-ready rooftop, and the two trash collection areas shall feature a designated area for recyclable materials. Therefore, as conditioned, the project would be in conformance with the Green Building Standards outlined for public and private development, as listed in Section 21.45.400 of the Long Beach Municipal Code

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# **LOCAL COASTAL DEVELOPMENT PERMIT FINDINGS**

**300 Studebaker Road  
Application No. 1811-05 (LCDP18-034)  
November 7, 2019**

Pursuant to Section 21.56.904 of the Zoning Ordinance, a Local Coastal Development Permit shall not be approved unless the following findings, in addition to any findings applicable under Chapter 21.25, are made. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings.

## **A. THE PROPOSED DEVELOPMENT CONFORMS TO THE CERTIFIED LOCAL COASTAL PROGRAM INCLUDING BUT NOT LIMITED TO ALL REQUIREMENTS FOR REPLACEMENT OF LOW AND MODERATE-INCOME HOUSING; AND**

The site is located within the Southeast Area Development and Improvement Plan (SEADIP) area of the Local Coastal Program (LCP) (see map of Coastal Zone in project file 1811-05). When adopted, the SEADIP addressed the development of some of the last large areas undeveloped land in the City. The basic planning concept for SEADIP included low density housing, commercial and light industrial uses, and reserved open space, for active and passive recreation, as well as for conservation of uses.

The proposed project consists of the construction of two concrete tilt up industrial buildings on a 6.69-acres site in SEADIP Subarea 19. Under the Subarea 19 designation, the intended warehouse use meets all present-day use requirements. In addition, the prescribed building heights, setbacks, and bird-safe building treatments outlined in the SEADIP would be adhered to under the proposed project. The industrial development would be setback and located adjacent to existing industrial uses in a manner that would not obstruct public views of water areas and public open spaces.

SEADIP requires 30 percent of the site to be developed as open space. The project would provide a portion of the required open space on-site, and would dedicate the remaining 1.81-acres of open space off-site (west side of Studebaker Road) and contiguous with the Los Cerritos Wetlands (Subarea 24). This transference of privately owned land to a joint powers authority (Los Cerritos Wetlands Authority) would fulfill the remaining portion of the on-site open space requirement, while also furthering the goals and policies of SEADIP and the LCP for the preservation, maintenance, and restoration of the open space areas west of Studebaker Road. Vegetation restoration would be planned in accordance with the LCWA's plan for the greater Los Cerritos Wetlands complex.

The intent of SEADIP Subarea 24 is to maintain the parcels at the northwest and southwest corners of Studebaker Road and Loynes Drive as open space and overlook areas, respectively. The dedication of the open space areas to LCWA

represents the transference of land to a joint powers authority (in conjunction with the State Coastal Conservancy) ensuring the preservation of open space for public access.

In addition to open space requirements, the project would include the provision of bicycle lanes within the Studebaker Road public right-of-way in accordance with the City of Long Beach Mobility Element and SEADIP Subarea 24.

In accordance with LCP concepts provided for the SEADIP area (Page III – S- 6), access to the project site would be limited to Studebaker Road for access to nearby regional transportation facilities. Vehicles would access the project suite via a new 61-foot driveway, creating a fourth leg of the signalized intersection of Studebaker Road and Loynes Drive. A second access driveway would be provided near the northern limits of the project site along Studebaker Road that is right in and right out only. Truck access would be limited to Studebaker Road; trucks would not be allowed access on Loynes Drive. As conditioned, the project operator will be required to provide driver training to ensure only authorized truck routes are used to access the site and that truck traffic does not create traffic impacts on local roads. A traffic analysis was completed as part of the Initial Study/Mitigated Negative Declaration (IS/MND) for the project (Exhibit I –Initial Study/Mitigated Negative Declaration [ND13-19]).

The specific Local Coastal Program provision of low and moderate-income housing replacement would not apply to this project. No low and moderate-income housing will be removed as a result of the development.

**B. THE PROPOSED DEVELOPMENT CONFORMS TO THE PUBLIC ACCESS AND RECREATION POLICIES OF CHAPTER 3 OF THE COASTAL ACT. THIS SECOND FINDING APPLIES ONLY TO DEVELOPMENT LOCATED SEAWARD OF THE NEAREST PUBLIC HIGHWAY TO THE SHORELINE.**

Chapter 3 of the Coastal Act concerns the public's right to use beach and water resources for recreational purposes. The chapter provides the basis for state and local government beach access requirements with a stated objective of prohibiting development projects that hinder public access to the beach and/or water resources.

The proposed project is located within the inland portion of the SEADIP area and would not be located seaward of the nearest public highway to the shoreline. The industrial project would be located on the east side of Studebaker Road and would provide sidewalks and a bike path along the property frontage, furthering access within the subarea. The dedication of off-site open space on the west side of Studebaker Road would ensure the preservation and restoration of these open space areas in accordance with the SEADIP and LCP, which further provides public access points to the inland portions of the SEADIP inland coastal areas.

Therefore, the project would will pose no obstruction to recreational and visitor serving uses in the Coastal Zone.



## **STANDARDS VARIANCE FINDINGS**

**300 Studebaker Road  
Application No. 1811-05 (SV18-004)  
November 7, 2019**

Pursuant to Section 21.25.306 of the Long Beach Municipal Code, the following findings must be analyzed, made and adopted before any action is taken to approve or deny the subject standards variance and must be incorporated into the record of proceedings relating to such approval or denial.

**A. THE SITE OR THE IMPROVEMENTS ON THE SITE ARE PHYSICALLY UNIQUE WHEN COMPARED TO OTHER SITES IN THE SAME ZONE:**

The Southeast Area Development and Improvement Plan (SEADIP) (PD-1) requires a minimum of thirty percent of the site to be developed and maintained as open space.

The subject site is surrounded by industrial uses on the north, east, and south, with limited pedestrian and vehicular access under existing conditions. The redevelopment of this site consistent with the industrial use permitted under Subarea 19 requires the installation of drive aisles for circulation, parking, and landscaping to support new construction. When considering the limitations to site access at the existing intersection of Loynes Drive and Studebaker Road. Overall site location for the project area east of Studebaker Road provides for unique limitations that are not experienced by larger industrial parcels that abut the site.

**B. THE UNIQUE SITUATION CAUSES THE APPLICANT TO EXPERIENCE HARDSHIP THAT DEPRIVES THE APPLICANT OF A SUBSTANTIAL RIGHT TO USE OF THE PROPERTY AS OTHER PROPERTIES IN THE SAME ZONE ARE USED AND WILL NOT CONSTITUTE A GRANT OF SPECIAL PRIVILEGE INCONSISTENT WITH LIMITATIONS IMPOSED ON SIMILARLY ZONED PROPERTIES OR INCONSISTENT WITH THE PURPOSE OF THE ZONING REGULATIONS:**

Due to the alignment of the Loynes Drive and Studebaker Road intersection with the site, there are limited site design options that permit the adequate circulation, parking, and landscaping while also providing for 30 percent of the on-site area to be used as open space, as required under SEADIP. The open space requirement would preclude the financially viable reuse of the site consistent with the intended use under SEADIP (Subarea 19).

The City of Long Beach (City) repealed the SEADIP and replaced it with the Southeast Area Specific Plan (SEASP) (SP-2) on May 1, 2016. However, the City continues to recognize the SEADIP as the existing, adopted Specific Plan, while the SEASP awaits approval from the California Coastal Commission

(CCC). Under the SEASP, the eastern project area of the project site is zoned Industrial and the western project area is zoned for Coastal Habitat/Wetlands/Recreation.

The proposed restoration and transfer of the western open space areas to public agency ownership would be consistent with the intended use and guiding principles regarding open space in SEASP, "Provide options to increase public connectivity to open space, including the marina, other waterways, the wetlands, and parks."

The offsite open space areas are proposed to be transferred from private ownership to a joint powers authority, Los Cerritos Wetlands Authority (LCWA). The LCWA is a wetland expert agency, of which the City is a member. The proposed transfer of offsite open space to the LCWA, or designated state or City agency, would ensure the preservation, maintenance, and restoration of the open space areas west of Studebaker Road, which meets the intent of the LCP, SEADIP, and SEASP.

Furthermore, the variance does not constitute a grant of special privilege as the applicant is complying with the intent of the code. The standards variance for the provision of offsite open space is necessary to meet the LCP intent to have open space be useable and accessed by the public and wildlife.

**C. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT THE VARIANCE WILL NOT CAUSE SUBSTANTIAL ADVERSE EFFECTS UPON THE COMMUNITY; AND:**

The site is physically suitable for the industrial use that is permitted under the provisions of SEADIP for Subarea 19. There is adequate utility service and vehicular access to the site that would ensure the proposed development would not require the substantial extension of utilities that could result in adverse effects on the surrounding community.

In addition, the existing vacant parcels are proposed to be dedicated as open space, which aligns with the requirements for Subarea 24. The land transfer from private ownership to a joint powers authority (Los Cerritos Wetlands Authority) would ensure that a public agency has the capacity to preserve, restore, and maintain the open space consistent with the intent of the LCP and SEADIP.

**D. IN THE COASTAL ZONE, THE VARIANCE WILL CARRY OUT THE LOCAL COASTAL PROGRAM AND WILL NOT INTERFERE WITH PHYSICAL, VISUAL, AND PSYCHOLOGICAL ASPECTS OF ACCESS TO OR ALONG THE COAST:**

The dedication of open space to the Los Cerritos Wetlands Authority will carry out the intent for SEADIP Subarea 24 as it will place the parcels for public use. In contrast to the provision of on-site open space, which can be closed to private access, the dedication, restoration, and preservation of these off-site areas will enhance access to these open space parcels consistent with the LCP and SEADIP.

Chapter 3 of the Coastal Act includes provisions related to public access and the protection of habitat areas. The transference of ownership to public hands would ensure that the open space areas are restored, preserved, and held for the public interest, which would prevent potential impacts that could significantly degrade those areas. Therefore, the proposed standards variance for offsite open space would further the goals of Chapter 3 of the Coastal Act and ensure the continuance of those habitat and recreation areas, while also prioritizing public access.

## **LOT LINE ADJUSTMENT FINDINGS**

**300 Studebaker Road  
Application No. 1811-05 (LLA18-002)  
November 7, 2019**

Pursuant to Section 20.20.010 of the Long Beach Municipal Code, a lot line adjustment shall apply to the adjustment of property boundaries between two (2) or more adjacent lots recorded with the County Recorder's office in conformance with the Subdivision Map Act by a final tract map, a (final) parcel map, a licensed surveyor map, or a record of survey, where land taken from one (1) lot is added to an adjacent lot and where a greater number of lots than originally recorded is not thereby created, provided that:

**A. EACH ADJUSTED LOT SHALL HAVE A MINIMUM LOT WIDTH OF TWENTY-FIVE FEET (25') AND IN NO CASE SHALL SUCH LOT WIDTH BE LESS THAN FOUR-FIFTHS (4/5) OF THE AVERAGE LOT WIDTH WITHIN A RADIUS OF THREE HUNDRED FEET (300') FROM SAID LOT:**

Lot width means the horizontal distance between the midpoints of the side lot lines, measured at right angles to the line measuring lot depth. The property widths of the adjusted lots would exceed 25 feet as shown on Exhibit G (Exhibit G – Lot Line Adjustment Exhibit).

While the lots within 300 feet of the subject parcels have a much larger lot width, this is due to the unique nature of the public utilities land uses of the surrounding properties. The eastern parcels would not be used for this type of land uses and are not needed for present or future utility operations. Due to the irregular shapes of the adjacent lots, it is not possible to determine the average lot width within the required radius. The future use of proposed Lots 1 and 2 (east side of Studebaker Road) would be for permitted uses under SEADIP Subarea 19 that would have no relationship or support function to the surrounding public utilities land uses. The proposed lot line adjustment would not result in the creation of new lots (three existing parcels and three parcels would result of the adjustment), and the proposed lots would be fundamentally consistent with the requirements of the Subdivision Map Act.

The adjusted lots would result in two lots (proposed Lots 1 and 2) on the east side of Studebaker Road in excess of the minimum lot size required for the General Industrial (IG) zone (20,000 square feet), which is stipulated as the industrial development standard for the SEADIP Subarea 24 (Exhibit F – Parcel Layout and Exhibit G – Lot Line Adjustment Exhibit). The adjusted parcels on the west side of Studebaker Road (proposed Lot A) would be consolidated to be a single parcel of the same size, which would be consistent with the Park Zoning District requirement that no lot shall be divided or reduced in size from that existing on the effective date of said Municipal Code title.

**B. NO ZONING VIOLATIONS SHALL RESULT FROM THE ADJUSTMENT:**

The adjusted lots would result in two lots on the east side of Studebaker Road in excess of the minimum lot size required for the General Industrial (IG) zone (20,000 square feet), which is stipulated as the industrial development standard for the SEADIP Subarea 24. The adjusted parcels on the west side of Studebaker Road would be consolidated to be a single parcel of the same size, which would be consistent with the Park Zoning District requirement that no lot shall be divided or reduced in size from that existing on the effective date of said Municipal Code title.

All setbacks and required parking for the proposed industrial development would be in accordance with the development standards established for the site on each adjusted parcel on the east side of Studebaker Road. As conditioned, an access easement will be recorded at the entrance to the property at the fourth leg of the intersection of Loynes Drive and Studebaker Road (Exhibit E – Conditions of Approval). The access easement would ensure that the proper drive aisle widths are provided to allow access to all portions of the site for both parcels on the east side of Studebaker Road

No structures are proposed on the open space parcel on the west side of Studebaker Road, and, therefore, no zoning violations would result on the adjusted parcel.

**C. INDIVIDUAL SEWER CONNECTIONS ARE AVAILABLE TO EACH ADJUSTED LOT, OR NECESSARY EASEMENTS ARE PROVIDED TO THE SATISFACTION OF THE DIRECTOR OF PUBLIC WORKS:**

Existing sanitary sewer connections are in place in the residential neighborhood abutting the west side of Studebaker Road. The project includes a sewer line extension measuring roughly 1,000 linear feet along the public right of way of Loynes Drive. The sewer line installation would occur concurrently with the project construction. Storm drain lines and surface swales would convey drainage to two existing facilities located at the southeast and southwest portion of the subject property. Domestic water and fire flow would be taken from an existing 12-inch line in Studebaker Road. Dry utilities would be accessed in Studebaker Road.

The project will comply with all applicable sections of Title 15, Public Utilities, of the Long Beach Municipal Code.

**D. ALL DRAINAGE ACROSS THE ADJUSTED LOT LINE SHALL BE ELIMINATED OR NECESSARY EASEMENTS ARE PROVIDED TO THE SATISFACTION OF THE DIRECTOR OF PUBLIC WORKS; AND:**

As conditioned, the applicant shall provide easements to the City of Long Beach for existing and/or proposed public utility facilities to the satisfaction of the concerned City department or public agency.

The proposed project would comply with current National Pollutant Discharge Elimination System (NPDES) and Los Angeles County MS4 permit regulations and would also include storm water Low Impact Development (LID) Best Management Practices (BMPs). Additionally, the project would comply with Chapter 18.74 of the Long Beach Municipal Code which regulates the implementation of the LIDs and BMPs for projects in the City of Long Beach.

**E. A PROCESSING FEE FOR A LOT LINE ADJUSTMENT SHALL BE PAID TO THE DIRECTOR OF PUBLIC WORKS AS PROVIDED FOR IN THE CITY COUNCIL RESOLUTION ESTABLISHING FEES.**

As conditioned, the applicant will submit application and fees to Public Works for final mapping processing.