

## 2 Project Description

Chapter 2 provides a description of the Spring Street Business Park Project (project). This chapter defines the goals and objectives of the project and provides details regarding project components, which include a proposed business park/warehouse complex with off-site street improvements, along Spring Street and Orange Avenue, and park enhancements consistent with the Willow Springs Park Master Plan (City of Long Beach 2013a).

### 2.1 Project Location

The project site consists of approximately 7.8 acres of land located in the City of Long Beach, on the corner of Spring Street and Orange Avenue. The east side of the project site borders the City of Signal Hill. The project site is located less than 0.25 mile south of I-405 and approximately 1.75 mile east of I-710. The Long Beach Airport is less than 1 mile northeast of the project site, and the Pacific Ocean is approximately 3.5 miles south of the project site. The project site is not within the California Coastal Zone.

The project would be constructed and located on a single parcel (Assessor's Parcel Number 7212-009-021). The project site is vacant and is immediately bounded by Spring Street on the north, Willow Springs Park on the south, Orange Avenue on the east, and undeveloped property on the west (Figure 2-1). The project site can be accessed via Spring Street and Orange Avenue.

Figure 2-1. Regional Vicinity and Project Location



## 2.2 Environmental Setting

### 2.2.1 Project Background

The project site was owned by the City of Long Beach prior to the 1920s and was used by the city's Department of Water. From the 1920s through 2000, a natural gas processing and compression plant operated onsite. From 2000 to 2007, the plant was not operating; however, the plant was permitted by the South Coast Air Quality Management District (SCAQMD) as an emergency backup natural gas compressor plant for another facility operated by Signal Hill Petroleum, Inc. located across Orange Avenue to the east.

Since 2007, all plant operations have been removed, leaving the site vacant. As part of a larger 56-acre property, the project site has a No Further Action designation from the Los Angeles Regional Water Quality Control Board (2012), an Office of Environmental Health Hazard Assessment approved Human Health Risk Assessment (2005 and 2018), and a United States Environmental Protection Act (U.S. EPA) Approval for Polychlorinated Biphenyls remediation of site soils (2012).

### 2.2.2 Project Site

Current surface elevations within the project site range from approximately 95 feet above mean sea level in the eastern and central portion of the site to approximately 69 feet above mean sea level in the western central portion of the site. The project site currently drains as sheet flow to the northwest and southwest. Vegetation on the project site is limited to scattered weeds and isolated shrubs and trees.

The project site is currently zoned by the City of Long Beach as IM (City of Long Beach 2018). IM is one of four industrial districts established in the City of Long Beach Municipal Code (LBMC) Section 21.33.020 and is described as:

The Medium Industrial (IM) district allows a wide range of industries and industrial processes that involve more intensive operations. The district provides areas where most industries may locate, provided they meet the performance standards defined in Section 21.33.090 (Performance Standards). While the emphasis is on industrial, manufacturing, and related uses, office and commercial uses intended to serve nearby industries and employees may be permitted. The performance and development standards are intended to allow a wide range of uses as long as those uses will not impact adjacent uses.

The project site is PlaceType Neo-Industrial in the City of Long Beach General Plan Land Use Element (City of Long Beach 2019a). Allowed uses include light industrial, clean manufacturing and offices, commercial uses accessory to creative business endeavors, and repurposed buildings with live/work artist studios. The project would be consistent with the recently adopted General Plan Land Use Element and zoning designations.

### 2.2.3 Surrounding Land Uses

The majority of land uses in the project vicinity are commercial and industrial in nature. Surrounding land uses include:

- **North – Spring Street:** The land across Spring Street is occupied by a MySnug camper shell sales facility and Maxim Crane Works yard. This area is within the City of Long Beach and is zoned as IM.

- **East – Orange Avenue:** The land across Orange Avenue is occupied by a Signal Hill Petroleum facility and Signal Hill Business Park in the City of Signal Hill. These parcels are zoned as General Industry (GI) by the City of Signal Hill (City of Signal Hill 2014).
- **South** – The land south of the project site is part of Willow Springs Park. There are oil wells located throughout the park. This area is zoned as Park (P).
- **West** – The land west of the project site is vacant and is zoned Park (P).

## 2.3 Project Objectives

The following objectives have been identified for the proposed project:

- Provide an industrial and office development project consistent with the site's land use regulations that maximizes the development potential of the site
- Provide an industrial and office development project that is compatible and complementary with the existing surrounding and adjacent land uses and facilities
- Provide a modern, urban development site in place of the existing vacant site which was previously a natural gas processing and compression plant
- Provide an economically-viable development program for the property
- Increase the City of Long Beach's professional industrial and office inventory which would accommodate additional employment within the city
- Maintain consistency with the City of Long Beach General Plan and zoning ordinances
- Provide needed infrastructure improvements including roadway, sidewalk, and park improvements which would correct existing public infrastructure deficiencies

## 2.4 Project Characteristics

### 2.4.1 Project Design

Signal Hill Petroleum, Inc., the project applicant, proposes to construct a business park/warehouse complex complete with off-site street improvements along Spring Street and Orange Avenue and park enhancements consistent with the Willow Springs Park Master Plan. Project improvements are consistent with the land use and development standards of IM zoning district. The primary components are described below.

#### Business Park/Warehouse Complex

The project includes development of three new concrete "tilt-up" buildings for new industrial<sup>1</sup> with accessory office uses for a total of 160,673 SF of floor area. The three buildings vary in size and each includes mezzanine space and 25 percent of the square footage of each building is office area (Figure 2-2). Building 1 would be 39,812 SF, inclusive of 3,000 SF of mezzanine, and allow up to 9,953 SF of office area. Building 2 would be 48,745 SF, inclusive of 3,000 SF of mezzanine, and allow up to 12,186 SF of office area. Building 3 is 72,116 SF, inclusive of 4,000 SF mezzanine, and allow up to 18,029 SF of office area. All three buildings would be 45 feet in height. Building 1 and 2 would

---

<sup>1</sup> Cold storage warehouse use is not proposed as part of the project.

~~be 28 feet in height and Building 3 would be 30 feet in height.~~ Figure 2-3 through Figure 2-6 depicts the visual simulations of the project site.

A total of 162 auto parking spaces would be provided, including 6 Americans with Disabilities Act accessible, 3 van accessible, 12 clean air vehicle, and 8 electric vehicle charging stations. Additionally, 8 trailer parking spaces would be provided. Pursuant to Chapter 21.41 of the Zoning Regulations, if ancillary office space comprises less than 25 percent of the total gross floor area of a warehouse or manufacturing use, the square footage of the office use is calculated in the parking calculation rate for the warehouse or manufacturing use, which is 1 space per 1,000 SF of gross floor area. With a total square footage of industrial/manufacturing and accessory office uses of 160,673 SF, the total number of required parking spaces is 161. Therefore, the number of provided parking spaces, 162, is sufficient under the LBMC.

Vehicular access to the project site would be provided via new driveways along Spring Street and Orange Avenue. The project driveway at Spring Street would include installation of unsignalized driveway located approximately 300 feet to the west of Orange Avenue. To restrict illegal left-turns out of this driveway, a raised curbed diverter island would be installed to prohibit left-turns and restrict movements to right-turn in and right-turn out only. These improvements are subject to approval of the City of Long Beach.

Two design scenarios are proposed for the project driveway at Orange Avenue based on whether the City of Long Beach planned Class IV Protected Bike Lane bikeway along Orange Avenue would be constructed (see Section 3.5, Transportation, for a detailed discussion of the Orange Avenue bikeway improvements). The two scenarios include:

- **With Orange Avenue Bikeway Improvements** – To provide full access to the project site, the applicant would install ~~an unsignalized project driveway two-phase traffic signal with permissive phasing for the northbound left turn lane.~~ The signal is proposed approximately 260 feet south of Spring Street along Orange Avenue. The applicant would modify the northbound approach to accommodate a 100-foot left-turn lane and one through lane. For the eastbound approach, the applicant would install a shared left/right turn lane. These improvements are subject to the approval of the City of Long Beach and/or the City of Signal Hill.
- **Without Orange Avenue Bikeway Improvements** – To provide full access to the project site install ~~an unsignalized project driveway approximately 260 feet south of Spring Street along Orange Avenue. two-phase traffic signal with permissive phasing for the northbound left turn lane.~~ The applicant would modify the northbound approach to accommodate a 100-foot left-turn lane and two through lanes. For the eastbound approach, the applicant would install a shared left/right turn lane. These improvements are subject to the approval of the City of Long Beach and/or the City of Signal Hill.

Figure 2-2. Project Site Plan



**Figure 2-3. Visual Simulations of the Project Site**



Source: Signal Hill Petroleum 2018

**Figure 2-4. Visual Simulation of Building 1**



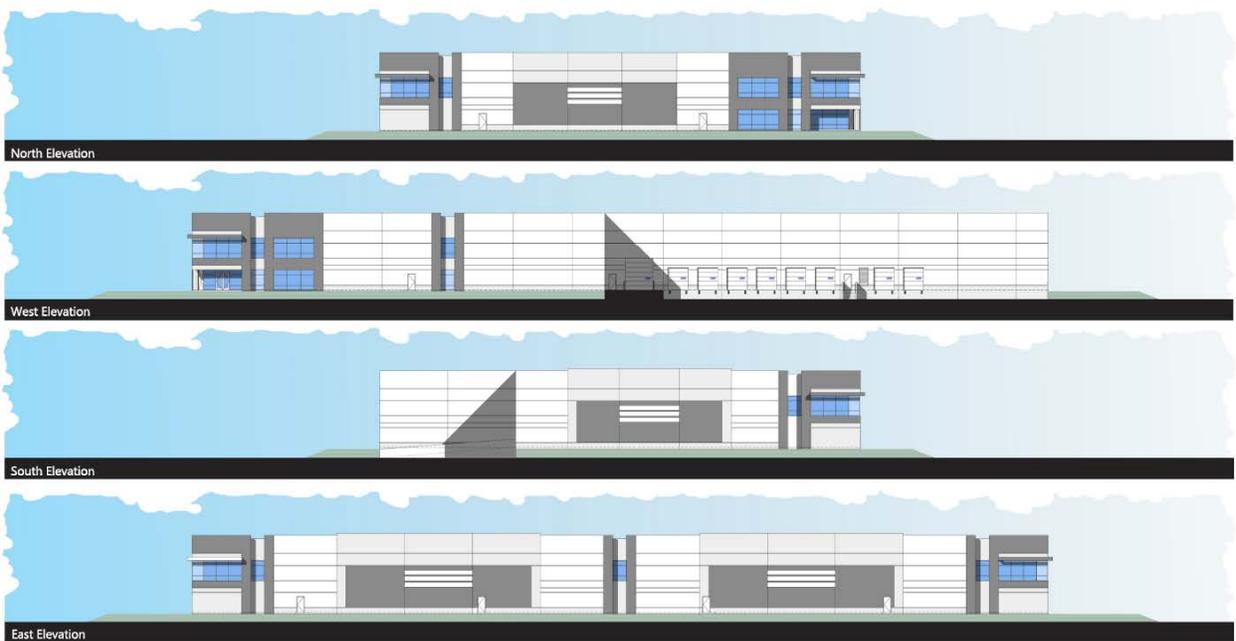
Source: Signal Hill Petroleum 2018

**Figure 2-5. Visual Simulation of Building 2**



Source: Signal Hill Petroleum 2018

**Figure 2-6. Visual Simulation of Building 3**



Source: Signal Hill Petroleum 2018

## Off-Site Street Improvements

The project includes off-site improvements to adjacent city streets. In order to achieve 100-foot public right-of-way, Orange Avenue would be widened adjacent and east of the project site. This includes demolition and reconstruction of the sidewalk pavement, curb, curb gutter, bus pad, and roadway. Orange Avenue would have a 40-foot wide roadway and ~~408-foot wide sidewalk~~ 5-foot-wide sidewalk and 3-foot-wide parkway area located on both sides of the roadway, 6-foot-wide bike lane, and a 6-foot-wide median within the 20-foot dedication area. Immediately south of the Spring Street intersections, improvements would include a 5-foot sidewalk, a 7-foot-wide bike lane, and an 8-foot-wide median to accommodate a bus stop. An additional 2 feet of sidewalk would be provided in the vicinity of the bus stop on Orange Avenue adjacent to the project site, achieving a 12-foot-wide public sidewalk. Unused driveways and curb cuts would be replaced with full-height curb, curb gutter, and sidewalk. The existing sidewalk and curb ramps located at the southwest, northwest, and northeast corners of Orange Avenue and Spring Street would be demolished and new Americans with Disabilities Act compliant curb ramps would be constructed.

A sidewalk and streetlights currently exist on the northern boundary of the project site along Spring Street. As part of the project, the existing sidewalk pavement, curb, and curb gutter would be reconstructed by repairing cracked, deteriorated, or uplifted/depressed sections.

Additionally, as part of the street improvements, the project would include the resetting-to-grade of manholes, pull boxes, meters, and other existing facilities in conjunction with the required street improvements; new crosswalks at project site entrances; and construction of new bicycle facilities along Orange Avenue and Spring Street in accordance with the City of Long Beach's Bicycle Master Plan (or contribution of a fair share fee to the city for future implementation).

The existing crosswalks at the intersection of Orange Avenue and Spring Street would be upgraded to continental style crosswalks, using thermoplastic materials, per the latest City of Long Beach standards, as approved by the City Traffic Engineer.

## Off-Site Park Improvements

The project includes grading, planting, and irrigating of the property west and south of, and immediately adjacent to, the project site to create a park buffer zone, consistent with future plans for the city's Willow Springs Park. Visual simulations of the park improvements are depicted on Figure 2-7.

Figure 2-7. Visual Simulation of the North Elevation of Building 2



Source: Signal Hill Petroleum 2018

## 2.4.2 Project Construction and Schedule

Construction of the project would occur in stages. Site preparation includes clearing and grubbing of vegetation and removal of any debris. Following site preparation, the project site would need to be graded, followed by building construction. The next stage would be paving, followed by architectural coating and landscaping. Project construction is anticipated to occur over 9 months, with anticipated completion in 2021.

## 2.5 Required Project Approvals

In conformance with Section 15050 and 15367 of CEQA Guidelines, the City of Long Beach has been designated as the “lead agency,” which is defined as “the public agency which has the principal responsibility for carrying out or approving a project.” Approvals by the lead agency required for development of the project include, but may not be limited to, the following:

- Site Plan Review
- Final EIR certification
- Ministerial permits and approvals, including grading permits, building permits, haul route permits, and temporary street closures



Additional approvals by other agencies would be required for off-site street improvements. These include, but are not limited to:

- **Caltrans** – Encroachment permits would be required for improvements at Caltrans jurisdictional intersections
- **City of Signal Hill** – Permits and approvals for street or intersection improvements at Signal Hill jurisdictional intersections

*This page is intentionally blank.*