

November 7, 2024

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION(s):

Recommendation to find the proposed vacation of a segment of Santa Fe Avenue, situated between Block 22, and Block 23 of Long Beach Harbor Tract, bounded northerly by West 9th Street and bounded southerly by Lot H of said tract, in conformity with the adopted goals and polices of the City's General Plan (GPC24-005) in the Port-Related Industrial (IP) Zoning District (Case No. 2408-12);

Find the proposed vacation of a segment of Canal Avenue, situated between Block 23, and Block 24 of Long Beach Harbor Tract, bounded northerly by West 9th Street and bounded southerly by Lot H of said tract, in conformity with the adopted goals and polices of the City's General Plan (GPC24-006) in the Port-Related Industrial (IP) Zoning District (Case No. 2408-13);

Find the proposed vacation of a segment of Caspian Avenue, situated between Block 24, and Block 25 of Long Beach Harbor Tract, bounded northerly by West 9th Street and bounded southerly by Lot H of said tract, in conformity with the adopted goals and polices of the City's General Plan (GPC24-007) in the Port-Related Industrial (IP) Zoning District (Case No. 2408-14);

Find vacation of a segment of Harbor Avenue, situated between Block 25, and Block 26 of Long Beach Harbor Tract, bounded northerly by West 9th Street and bounded southerly by Lot H of said tract, in conformity with the adopted goals and polices of the City's General Plan (GPC24-008) in the Port-Related Industrial (IP) Zoning District (Case No. 2408-15); and

Find the proposed vacation of a segment of West 12th Street South situated between Lot B, and Block 9 of Long Beach Harbor Tract, bounded westerly by Jackson Avenue and bounded easterly by Santa Fe Avenue, in conformity with the adopted goals and polices of the City's General Plan (GPC24-009) in the Port-Related Industrial (IP) Zoning District (Case No. 2408-16). (District 7)



APPLICANT: Port of Long Beach (POLB)
c/o Wayne Smith, P.E.
725 Harbor Plaza
Long Beach, CA 90802
(Case Nos. 2408-12, 2408-13, 2408-14, 2408-15, and 2408-16)

DISCUSSION

The proposed project includes five separate applications for the vacation of public rights-of-way in support of the approved Port of Long Beach Pier B On Dock Rail Support Facility Project that is underway. This staff report consolidates the five separate applications, and five separate actions shall be taken by the Planning Commission.

The five subject right-of-way segments are located within the Port of Long Beach Master Plan, four of which are situated south of West 9th Street and the remaining right-of-way segment is located at West 12th Street South, within the Port-Related Industrial (IP) Zoning District (Attachment A – Vicinity Map). All five locations are currently public right-of-way, the right-of-way segments south of West 9th Street dead end to the Pier B rail yard. The West 12th Street South right-of-way segment is a two-way thoroughfare that connects Jackson Avenue to Santa Fe Avenue.

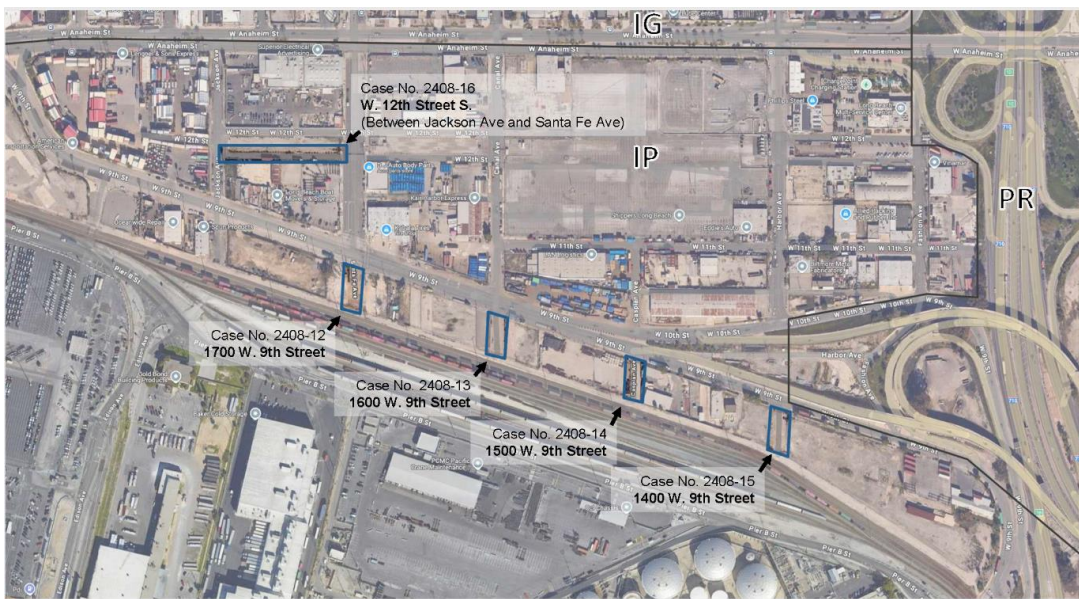


Figure 1 – Aerial of Proposed Right-of-Way Vacations

The applicant requests the City of Long Beach (City) to vacate five separate public right-of-way areas (Figure 1). The street vacations are necessary for the Port of Long Beach Pier B Dock Rail Support Facility Project. All five vacation requests are described below, including existing conditions (Attachment B – Site Photos).

1. Request to vacate a portion of Santa Fe Avenue (Case No. 2408-12), situated between Block 22, and Block 23 of Long Beach Harbor Tract, bounded northerly by

West 9th Street and bounded southerly by Lot H of said tract (Attachment C – Vacation Exhibit for Case No. 2408-12). The public right-of-way is 60 feet in width and is currently a dead end of Santa Fe Avenue, fenced off and undeveloped. The approximate dimensions of the proposed vacation are 60 feet by 140 feet. The surrounding parcels are owned by the City.

2. Request to vacate a portion of Canal Avenue (Case No. 2408-13), situated between Block 23 and Block 24 of Long Beach Harbor Tract, bounded northerly by West 9th Street and bounded southerly by Lot H of said tract (Attachment D – Vacation Exhibit for Case No. 2408-13). The public right-of-way is 60 feet in width and is currently a dead end of Canal Avenue, fenced off and undeveloped. The approximate dimensions of the proposed vacation are 60 feet by 140 feet. The surrounding parcels are owned by the City.
3. Request to vacate a portion of Caspian Avenue (Case No. 2408-14), situated between Block 24, and Block 25 of Long Beach Harbor Tract, bounded northerly by West 9th Street and bounded southerly by Lot H of said tract (Attachment E – Vacation Exhibit for Case No. 2408-14). The public right-of-way is 60 feet in width and is currently a dead end of Caspian Avenue and fenced off. The approximate dimensions of the proposed vacation are 60 feet by 140 feet. The surrounding parcels are owned by the City.
4. Request to vacate a portion Harbor Avenue (Case No. 2408-15), situated between Block 25, and Block 26 of Long Beach Harbor Tract, bounded northerly by West 9th Street and bounded southerly by Lot H of said tract (Attachment F – Vacation Exhibit for Case No. 2408-15). The public right-of-way is 80 feet in width and is currently a dead end of Harbor, paved and fenced off. The approximate dimensions of the proposed vacation are 60 feet by 140 feet. The surrounding parcels are owned by the City.
5. Request to vacate a portion of West 12th Street South (Case No. 2408-16), situated between Lot B, and Block 9 of Long Beach Harbor Tract, bounded westerly by Jackson Avenue and bounded easterly by Santa Fe Avenue (Attachment G – Vacation Exhibit for Case No. 2408-16). The public right-of-way is 30 feet in width and is currently undeveloped, paved, with no sidewalk. The City owns all properties abutting this site. The approximate dimensions of the proposed vacation are 60 feet by 410 feet. The surrounding parcels are owned by the City.

The above street vacations are necessary for the Port of Long Beach Pier B Dock Rail Support Facility Project (Figure 2), which aims to move cargo that currently leaves the port via trucks and onto rail instead. The rail expansion will streamline rail operations and minimize the increase in truck trips as cargo volume grows, helping to implement the Green Port Strategy. The project broke ground on July 18, 2024.

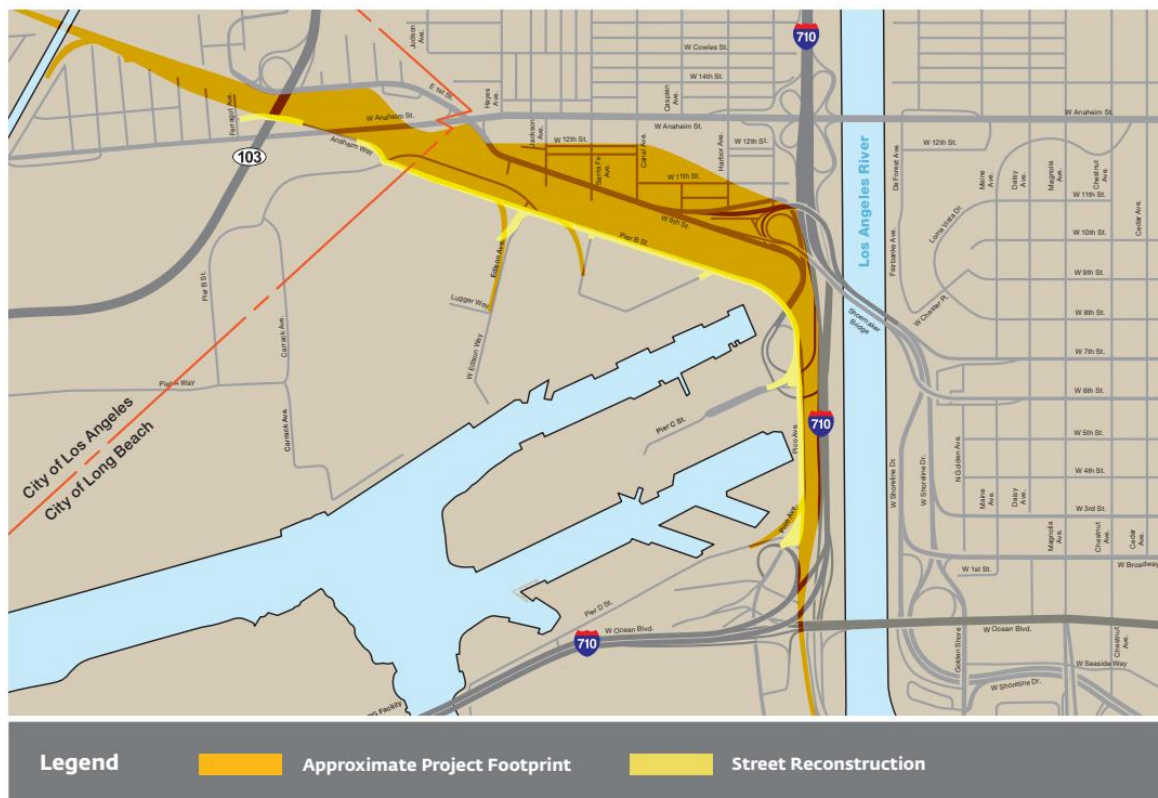


Figure 2 Pier B On-Dock Rail support Facility Project, courtesy of the Port of Long Beach (FOR REFERENCE ONLY)

Regarding the street vacations, pursuant to California Streets and Highway Code Section 8313 and California Government Code Section 65402, before an application of a street vacation can be considered by the City Council in a jurisdiction with an adopted General Plan, the jurisdictions' Planning Commission must make a finding of conformity with the adopted General Plan maps and policies, for each street vacation. The below findings apply to all five projects, as they are all within the same area, and part of the Port of Long Beach Pier B Dock Rail Support Facility Project. Detailed findings can be made in the affirmative for each separate right-of-way segment (Attachments H through L).

The applicant is currently pursuing the vacation application with the Public Works Department (Public Works), for which the process requires the requested General Plan Conformity Finding by the Planning Commission before it may proceed further. Public Works has reviewed the requests and has found it feasible to vacate the existing public right-of-way.

GENERAL PLAN CONSISTENCY FINDINGS

The General Plan consists of 13 elements; each element carries the same authority concerning land use issues. City staff reviewed this project's conformance with all elements of the General Plan, with particular emphasis on the most relevant elements which are the Land Use and Mobility Elements. All five proposed vacations were found to be in conformance with all applicable elements. A review of the relevant elements and specific General Plan consistency findings are summarized below and further detailed in the attached findings.

Land Use Element

The General Plan Land Use Element (LUE) divides the City into 14 land use districts, called “PlaceTypes”, which provide general guidance as to the appropriate type and density of land uses. The subject sites are located within the Regional Service Facility (RSF) PlaceType of the LUE. The properties surrounding the proposed vacated right-of-way areas are all within the RSF PlaceType.

The LUE states that the RSF PlaceType is intended to serve a regional need for medical and social services, education, goods movement, people movement, energy production and distribution, public utilities, and uses of a similar nature. Many of Long Beach’s regional-serving facilities have their own approved master plans or specific plans for development. This area is governed by the Port of Long Beach Master Plan. Additionally, all five street vacations were considered as part of the Pier B project, which is compatible with the LUE and Long Beach Port Master Plan.

According to the LUE consistency section of the Administration Chapter (Chapter Six), a subdivision approval (which would include the proposed vacation) is considered consistent with the LUE when the density of the proposed subdivision meets the PlaceType’s commercial/industrial intensity. The vacation would be consistent, as the street vacations would support the approved Pier B On Dock Rail Support Facility Project, which is consistent with the LUE.

Mobility Element

The General Plan Mobility Element aims to transform Long Beach into a city of flexible, convenient, affordable, and energy-efficient transportation options for residents and visitors alike. The Mobility Element is designed to facilitate both the movement of people and goods. The vacation of the five public right-of-way segments will support the Green Port Policy project highlighted in the Mobility Element, and overall support the following goal within the Mobility Element: *MOG IM-3: Support programs and projects that reduce conflicts between trucks and autos on freeways, such as dedicated freight corridors separating heavy trucks from autos*. This vacation would be one of many steps in a multi-year project, undertaken by the Port to improve the movement of goods. Therefore, the vacation can be found consistent with the Mobility Element.

The Mobility Element includes a map of context-sensitive street classifications, through which the subject segments of Santa Fe Avenue, Canal Avenue, Caspian Avenue, Harbor Avenue, and West 12th Street South are classified as local streets. Each of the subject street segments maintains sufficient right-of-way width to support two-way traffic with one lane in each direction. Local streets primarily provide access to individual parcels. The streets are generally two lanes with on-street parking, tree planting strips, and sidewalks. Traffic on a local street should have a trip end on that street, or on a connecting local street, or to a connector.

The design criteria for a local street shall have 56 feet of right-of-way width with 36 to 40 feet reserved for roadway purposes. The existing design of West 12th Street South does not meet the 56-foot of right-of-way width, while the remaining subject street segments meet the minimum

required width for a local street. Four of the five street segments are at the terminus of streets, are unimproved, and do not provide exclusive access to properties. While West 12th Street South currently functions as a paved street with access to existing properties, this area will be consolidated as part of the approved Port of Long Beach Pier B Dock Rail Support Facility Project and will no longer be needed for public or emergency access. There are no public transportation bus lines or bus stops that would be affected by the proposed right-of-way vacations.

Utilities

The street vacation will not directly impact utilities, as the Port of Long Beach Pier B On Dock Rail Support Facility Project includes the relocation and reorganization of various utility lines and infrastructure, including water, wastewater, storm drains, natural gas, electrical, and oil lines. To ensure continued service to affected utility users, new replacement infrastructure would be constructed. The Port of Long Beach Pier B On Dock Rail Support Facility Project Environmental Impact Report (EIR) has comprehensively evaluated all necessary utility relocation construction activities. This analysis includes detailed plans to minimize disruptions and maintain essential services throughout the project's duration.

The proposed Port of Long beach Pier B On Dock Rail Support Facility Project is designed to preserve and enhance access to essential city and public utility services. By carefully planning and executing utility relocations, the project will ensure that residents and businesses continue to receive uninterrupted service.

PUBLIC HEARING NOTICE

A General Plan Conformity Certification does not require a public hearing or public notice. However, the Public Works Department conducts public notification when the future street vacation is agendized to be considered by the City Council, in accordance with State law.

ENVIRONMENTAL REVIEW

This action to make a finding of conformance with the General Plan is not a project under the California Environmental Quality Act (CEQA), per Section 15378 of the CEQA Guidelines, and no environmental review is required. However, the vacations of the five street segments were included as part of the EIR for the Port of Long Beach Pier B On-Dock Rail Support Facility Project (State Clearinghouse No. 2009081079) and the vacations are consistent with that document (Attachment M – Pier B On-Dock Rail Support Facility Project EIR).

Respectfully submitted,



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DIRECTOR OF COMMUNITY
DEVELOPMENT

CK:ASR:MC:ml

Attachments:

Attachment A – Vicinity Map
Attachment B – Site Photos
Attachment C – Vacation Exhibit for Case No. 2408-12
Attachment D – Vacation Exhibit for Case No. 2408-13
Attachment E – Vacation Exhibit for Case No. 2408-14
Attachment F – Vacation Exhibit for Case No. 2408-15
Attachment G – Vacation Exhibit for Case No. 2408-16
Attachment H – Findings for Case No. 2408-12
Attachment I – Findings for Case No. 2408-13
Attachment J – Findings for Case No. 2408-14
Attachment K – Findings for Case No. 2408-15
Attachment L – Findings for Case No. 2408-16
Attachment M – Pier B On-Dock Rail Support Facility Project EIR