

GENERAL PLAN AMENDMENT FINDINGS

**4101 Long Beach Boulevard (APNs: 7139-015-900 and 7139-015-901
Application No. 2109-01 (GPA21-003)
October 6, 2022 (Planning Commission)**

Pursuant to California Government Code Section 65358, the City Council shall not approve a General Plan Amendment 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 PROPOSED CHANGE WILL BENEFIT THE PUBLIC INTEREST; AND

The project site carries two different Zoning and General Plan PlaceType designations. APN 7139-015-900 is zoned Community Commercial Automobile-Oriented (CCA) and has a General Plan PlaceType of Neighborhood Serving Center or Corridor Low Density (NSC-L)/3-Stories. APN 7139-015-901 is zoned Single-Family Residential, Large Lot (R-1-L) and has a General Plan PlaceType of Founding and Contemporary Neighborhood (FCN)/2-Stories. The proposed project will facilitate the cleanup of land use and zoning designations for the site.

The proposed project includes a General Plan Amendment (GPA) to implement a consistent PlaceType (NSC-L) on the entire project site. The General Plan Amendment would change the PlaceType for the western portion of the site (APN 7139-015-901) from FCN to NSC-L.

Both of the existing General Plan LUE PlaceTypes (FCN and NSC-L) allow for the development of fire stations, but the FCN PlaceType has a more restrictive floor area ratio that is not consistent with the NSC-L PlaceType, which applies to the majority of the site. This General Plan Amendment would bring the entire site under the same PlaceType and consistent zoning (MU-1). The proposed change would facilitate the construction of a fire station in the fire service area, which has a direct public benefit for emergency response times in the fire service area. Fire Station No. 9 was previously located two blocks south of the project site and operated in the vicinity from 1938 to 2019. The General Plan Amendment is not required to allow the fire station use, but would ensure consistent development standards across the site in conformance with the intent of the LUE.

2. THE PROPOSED CHANGE IS CONSISTENT WITH THE ZONING DESIGNATIONS.

The existing General Plan PlaceTypes on the site (NSC-L and FCN) allow for the development of government facilities, such as fire stations, but have differing buildout assumptions and heights. A General Plan Amendment is needed for the

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western portion of the site in order to have consistent development standards across the site.

A zone changes is proposed in tandem with the General Plan Amendment to change the entire site to the MU-1 Zoning istrict to bring consistency among the General Plan PlaceType, zoning and the existing/proposed uses. The proposed zone change necessitates a General Plan Amendment from existing FCN PlaceType to the NSC-L PlaceType on the western parcel only (APN 7139-015-901). This will allow General Plan LUE PlaceTypes and Zoning Districts to be consistent with each other and with the proposed fire station use.

Table 1 –General Plan Amendment

Location	Current PlaceType	Proposed PlaceType	Proposed Zoning
Project site: East Lot (APN: 7139-015-900)	NSC-L / 3 Stories	NSC-L / 3 Stories	MU-1
Project site: West Lot (APN: 7139-015-901)	FCN / 2 Stories	NSC-L / 3 Stories	MU-1

Abbreviations:

CCA = Community Commercial Automobile-Oriented Zoning District

FCN = Founding and Contemporary Neighborhood PlaceType

MU-1 = Mixed Use 1 Zoning District

NSC-L = Neighborhood Serving Center or Corridor Low Density PlaceType

R-1-L = Single-family Residential, large lot Zoning District

ZONE CHANGE FINDINGS

4101 Long Beach Boulevard (APNs: 7139-015-900 and 7139-015-901) Application No. 2109-01 (ZCHG21-003) October 6, 2022 (Planning Commission)

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

1. THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA; AND

The existing project site carries two different Zoning and General Plan PlaceType designations (See *Figure 1* below for a zoning map excerpt illustrating the existing zoning). APN 7139-015-900 is zoned Community Commercial Automobile-Oriented (CCA) and has a General Plan PlaceType of Neighborhood Serving Center or Corridor Low Density (NSC-L)/3-Stories. APN 7139-015-901 is zoned Single-Family Residential, Large Lot (R-1-L) and has a General Plan PlaceType of Founding and Contemporary Neighborhood (FCN)/2-Stories. The proposed project will facilitate the cleanup of land use and zoning designations for the site. The entire site is proposed to be rezoned to MU-1 (Mixed-Use Zone-1), which would allow the construction of a fire station by right.

The project site is located on the west side of Long Beach Boulevard, bounded by Randolph Place on the south and a public alley on the north. A single-family residential property abuts the western site boundary. A mix of uses are adjacent to the site with single-family residential and retail/office uses to the north across the alley, office uses to the south across Randolph Place, and a mix of office, motel, and multi-family residential uses to the east across Long Beach Boulevard.

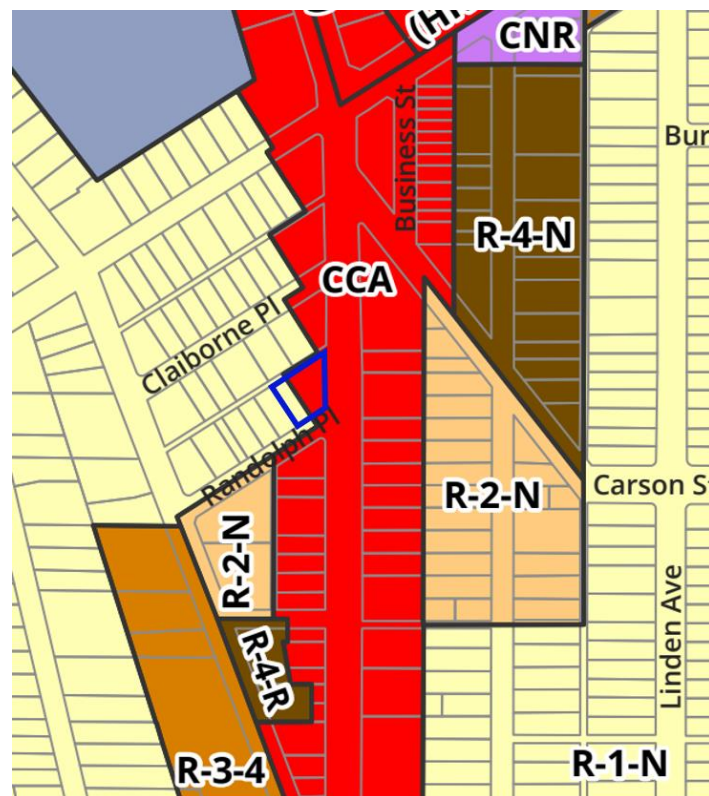
The existing uses in the project vicinity include commercial and office uses that front on Long Beach Boulevard and transition to residential uses to the east or west. The existing properties along the east and west sides of Long Beach Boulevard are in the CCA Zoning District. The zoning transitions to residential only zoning (R-1-L, R-1-N, R-2-N, etc.) to the east or west of the Long Beach Boulevard corridor. The proposed rezoning is compatible with the existing development pattern as the existing project site would remain a non-residential use.

The development standards for the MU-1 Zoning District orient development towards primary frontages and provides greater setbacks abutting residential uses.

The MU-1 development standards would provide a larger buffer between the fire station and residential and retail uses in the project vicinity.

The proposed project and rezoning would develop the site with a institutional use project similar to the non-residential uses along the Long Beach Boulevard corridor. The development would be oriented toward the primary frontage along Long Beach Boulevard and would therefore be compatible, and will not adversely affect the character, livability, or appropriate development of the surrounding area. Additionally, the project site is located two blocks north of the previous Fire Station No. 9, which operated there from 1938 to 2019. No other potential major development in the surrounding area is foreseen except for the restoration of a fire station to fire service area no. 9. Therefore, based on the current site development and proposed use, the proposed zone change to MU-1 would not adversely affect the character, livability, or appropriate development of the surrounding area.

Figure 1 – Existing Zoning. Site is outlined in blue. Entire site will be rezoned to MU-1.



2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN; AND

The proposed rezoning and related development project are subject to conformance with several elements of the General Plan. These include the

Housing Element, Land Use Element (LUE), Mobility Element, and Urban Design Element (UDE). The basic facilities, such as roads, public buildings (schools, libraries, fire stations), utilities (water, sewer, electric, gas), and communications systems on which the continuance and growth of a community depends.

The compliance of the proposed rezoning and project with the policies of each of these General Plan elements is discussed in the General Plan Consistency Table at the end of this findings document; these specifically include the following policies from the LUE, UDE, Mobility Element, Public Safety Element, and Historic Preservation Element. Only the most applicable policies from each General Plan element have been included in this discussion, and non-applicable policies have been omitted.

The subject site currently has a General Plan Land Use Element PlaceType designation of NSC-L (Neighborhood Serving Center or Corridor Low Density) and FCN (Founding and Contemporary Neighborhoods). Both existing PlaceTypes allow for government facilities, such as fire stations, which conflicts with the permitted uses under the existing zoning (CCA and R-1-L). Therefore, the proposal includes the rezoning of the entire site to a consistent MU-1 Zoning District, which allows for fire stations as a permitted use and implements the intent of the NSC-L PlaceType (proposed General Plan Amendment). The Long Beach Fire Department maintains a response time goal of six minutes and 20 seconds for structure fires and six minutes for Advanced Life Support. The proposed zone change and associated development are consistent with the goals, objectives, and provisions of the General Plan in all respects, including the restoration of a fire station to its service area in an effort to maintain response time goals.

3. IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.

The proposed change is not a rezoning of an existing mobile home park.

Table 1: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<i>Land Use Element (2019)</i>	
Goal No. 1: Implement Sustainable Planning and Development Practices	Consistent. The project would be designed to achieve Leadership in Energy and Environmental Design (LEED) Silver certification and would include solar panels on the roof, low-flow plumbing fixtures, LED lighting, and energy-efficient heating and cooling systems supported by highly insulated roof and wall assemblies to reduce heating and cooling costs. One

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Table 1: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	parking space would be reserved for low-emissions vehicles. As such, the proposed project would be consistent with Goal No. 1 of the LUE to implement sustainable planning and development practices
LU Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment	Consistent. The proposed project would include a total of 11 parking spaces, two of which would be electric vehicle charging spaces. Therefore, the proposed project would be consistent with LU Policy 1-4.
LU Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.	Consistent. The project would be designed to achieve Leadership in Energy and Environmental Design (LEED) Silver certification and would include solar panels on the roof, low-flow plumbing fixtures, LED lighting, and energy-efficient heating and cooling systems supported by highly insulated roof and wall assemblies to reduce heating and cooling costs. Therefore, the proposed project would be consistent with LU Policy 1-6.
LU Policy 1-10: In addition to analyzing project and plan impacts on Levels of Service and Stop Delay, analyze Vehicle Miles Traveled consistent with the State's guidelines.	Consistent. Impacts on Levels of Service with the proposed project were evaluated in the Initial Study (Appendix A) and Section 4.7, Transportation. Potential impacts associated with the proposed project were found to be consistent with State CEQA Guidelines Section 15064.3. Based on the project's typical operations and temporary construction activities, the project is not anticipated to result in any LOS or operational deficiencies to the surrounding circulation system. Additionally, the City of Long Beach Traffic Impact Analysis Guidelines (June 2020) Section 2.2.4 discusses screening and thresholds for other land use types and determines that public services that support community health, safety, and welfare will be presumed to have a less than significant impact related to State

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General Plan Policy or Goal	Project Consistency
	CEQA Guidelines Section 15064.3, subdivision (b). The proposed project would replace an existing temporary fire station with another fire station within the same service area. VMT generated by the proposed project is likely to be similar to the VMT generated by the fire station being replaced. Therefore, the proposed project's impacts on LOS and VMT would be consistent with Land Use Policy 1-10.
Goal No. 3: Accommodate Strategic Growth and Change	Consistent. The proposed project would be consistent with this goal because the proposed project includes fire protection services intended to provide protection for land uses, as identified in the LUE, from fire and safety hazards. The LUE identified specific areas for targeted growth. The proposed project would help meet this goal of accommodating strategic growth and change by providing adequate and improved fire protection services for the service area of Fire Station No. 9. Therefore, the proposed project would be consistent with Goal No. 3 of the LUE.
<i>Urban Design Element (2019)</i>	
Goal No. 1: Creating Great Places	Consistent. As described in the UDE, creating great places allows for friends and strangers to interact in a space that encourages activity, spontaneity, exploration, and discovery. Great Places encourage businesses to relocate for both the quality of life of employees and their families. The proposed project would improve the City's fire protection services, which are necessary to create and maintain a City that encourages activity, spontaneity, exploration, and discovery. Therefore, the proposed project would be consistent with Goal No. 1 of the UDE.
Goal No. 2: Urban Fabric	Consistent. As described in the UDE, defining patterns within the existing urban fabric successfully expresses what makes Long Beach unique, and is reflective of the neighborhoods and context of the City. It allows for the establishment of new development patterns that do not detract

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Table 1: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	from successful, historical development patterns, but rather builds upon and celebrates the pre-existing urban fabric, both natural and man-made, as a component of place. As discussed in Section 4.2, Cultural Resources, the proposed project would not detract from historical development. Therefore, the proposed project would be consistent with Goal No. 2 of the UDE.
Mobility Element (2013)	
Goal No. 1: Create an efficient, balanced, multimodal mobility network.	Consistent. As discussed in Section 4.7, Transportation, the proposed project would not have a significant impact on Level of Service or result in operational deficiencies to the surrounding circulation system. Therefore, the proposed project would be consistent with Goal No. 1 of the Mobility Element.
Noise Element (1975)	
Goals Related to the Noise Environment Goal No. 1: Prevent the loss of relatively quiet areas of Long Beach by regulating potential noise sources.	Consistent. As discussed in Section 4.6, Noise, the proposed project would adhere to Compliance Measure NOI-1, which requires that City staff verify that grading and construction plans would reduce construction noise to the extent feasible and reasonable. The proposed project would also be required to implement mitigation measures that would reduce both construction and long-term stationary source noise impacts to a less than significant level. Mitigation Measure NOI-1 requires the selection of HVAC equipment that has a combined noise level rating of 76 dBA or four (4) individual units that are each 70 dBA or less when measured at 5 ft, to reduce potential noise to levels consistent with City regulations. With implementation of Mitigation Measure NOI-1, the noise level impacts from the proposed HVAC systems would be reduced to less than the existing quietest nighttime noise levels and, therefore, would be reduced to a less than significant level. Due to the close proximity to surrounding structures, the

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Table 1: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	<p>proposed project would also be required to implement Mitigation Measure NOI-2, provided in Section 4.6, Noise, of this Draft EIR, which requires the construction contractor to implement practices including, but not limited to, developing a vibration monitoring and construction contingency plan, and monitoring vibration during initial demolition.</p> <p>Residents or other sensitive-noise receptors in the immediate vicinity of the proposed project may experience periodic exposure to high noise levels due to the use of fire engine sirens. Due to the short-term nature of these noise events, and because the City's Municipal Code Section 8.80.250 exempts emergency operations, this impact would be considered less than significant. Therefore, the proposed project would be consistent with Goals Related to the Noise Environment Goal No. 1.</p>
<p>Goals Related to Construction and Industrial Noise Goal No. 1: To reduce the level of noise exposure to the population caused by demolition and construction activities.</p>	<p>Consistent. As discussed in Section 4.6, Noise, despite construction noise resulting in noise levels be higher than the ambient noise in the vicinity of the project site, construction noise would cease once project construction is completed. Compliance Measure NOI-1 would implement several best practices for reducing construction noise, but not limited to, maximizing the distance between noise sources and sensitive receptors during construction activities, equipping construction equipment with properly operating and maintained noise mufflers, and establishing a noise disturbance coordinator for the proposed project. Additionally, Compliance Measure NOI-1 requires that construction activities shall only occur between the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday and federal holidays; or between 9:00 a.m. to 6:00 p.m. on Saturdays. Additionally, construction shall</p>

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Table 1: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	not occur on Sundays. Therefore, the proposed project would be consistent with the City's policy of requiring that noise generated by construction activities be evaluated. Implementation of Compliance Measure NOI-1 during construction would reduce noise impacts to the greatest extent feasible. Therefore, the proposed project would be consistent with Goals Related to Construction and Industrial Noise Goal No. 1.
<i>Public Safety Element (1975)</i>	
Management Goal No. 1: Develop mechanisms for implementing improved safety considerations.	Consistent. The proposed project would construct a new permanent fire station within the Fire Station No. 9 service area that would be consistent with the Long Beach Fire Department response goals. Additionally, the proposed project would provide a safe and healthy workplace for the Fire Station No. 9 crewmembers. Safety and fire services in the City would be enhanced by the proposed project, therefore the proposed project is consistent with Management Goal No. 1.
Management Goal No. 3: Continue to coordinate safety matters throughout the City and introduce methods of ensuring improved safety.	Consistent. As discussed above, the proposed project would construct a new permanent fire station within the Fire Station No. 9 service area. Therefore, the proposed project would improve methods of ensuring safety within the City and is consistent with Management Goal No. 3.
Development Goal No. 3: Provide an urban environment, which is as safe from all types of hazards as possible.	Consistent. The proposed project would provide a fire station in compliance with applicable Building Code requirements and with National Fire Prevention Association (NFPA) standards for fire station design. The proposed project would improve fire safety for the urban environment in the City by constructing a new permanent fire station within the Fire Station No. 9 service area. Therefore, the proposed project is consistent with Development Goal No. 3.
Development Goal No. 5: Use physical planning as a means of achieving greater degrees of protection from safety hazards.	Consistent. The proposed project would improve fire safety and protection for the City by constructing a new permanent fire

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Table 1: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	station within the Fire Station No. 9 service area. Therefore, the proposed project is consistent with Development Goal No. 5.
Development Goal No. 9: Encourage development that would augment efforts of other safety related Departments of the City (i.e., design for adequate access for firefighting equipment and police surveillance).	Consistent. Access to and from the project site will be designed to City standards and has been reviewed by the LBFD for compliance with fire and emergency access standards and requirements. Therefore, potential impacts related to emergency response and evacuations plans during operation would be less than significant and the proposed project would be consistent with Development Goal No. 9.
Protection Goal No. 3: Reduce public exposure to safety hazards.	Consistent. The proposed project provides a permanent fire station within the Fire Station No. 9 service area and assists in reducing fire safety hazards. In addition, as discussed in the Hazards and Hazardous Materials section of the Initial Study I (Appendix A), the proposed project would not result in any significant impacts associated with hazards or the use of hazardous materials. Therefore, the proposed project would be consistent with Protection Goal No. 3.
Protection Goal No. 7: Protect the citizens against possible personal loss resulting from disaster events.	Consistent. As discussed in the Initial Study, located in (Appendix A), the proposed project would not result in significant impacts to public services including, fire protection and police protection. The establishment of a permanent fire station in service area No. 9 would ensure that residents are protected in the event of a fire or other disaster, and that the risk for personal loss would be reduced. Therefore, the proposed project would be consistent with Protection Goal No. 7.
Protection Goal No. 10: Provide the maximum feasible level of public safety protection services.	Consistent. The establishment of a permanent fire station in service area No. 9 would ensure that residents are provided public safety protection services consistent with the service goals of the Fire Department. Therefore, the proposed

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Table 1: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	project would be consistent with Protection Goal No. 10.
<i>Historic Preservation Element (2010)</i>	
Policy 1.1: The City shall comply with City, State, and Federal historic preservation regulations to ensure adequate protection of the City's cultural, historic, and archaeological resources.	Consistent. As discussed in the Initial Study (Appendix A), a Historic Resources Evaluation (LSA 2021) was prepared for the proposed project. The Historic Resources Evaluation determined that the existing building onsite is not considered a historic resource and no evidence was found that it is associated with any historically significant people or is the work of a master. As discussed in Section 4.2, Cultural Resources, the proposed project would not result in significant impacts to archaeological or cultural resources. Therefore, the proposed project is consistent with Policy 1.1 of the Historic Preservation Element of the City's General Plan.

SITE PLAN REVIEW FINDINGS

4101 Long Beach Boulevard (APNs: 7139-015-900 and 7139-015-901) Application No. 2109-01 (SPR21-050) October 6, 2022 (Planning Commission)

Pursuant to Section 21.25.506 of the Zoning Ordinance, 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 proposed project consists of the clearance of an existing 0.4-acre site and construction of a new two-story (12,780 square foot) Fire Station No. 9 with three (3) drive-through apparatus bays located at 4101 Long Beach Boulevard. The site improvements include concrete paving, site lighting, a trash enclosure, transformer, landscaping, fencing, and gates. The fire station will be two stories in height (32-feet-6 inches). The proposed project will facilitate the cleanup of land use and zoning designations for the site. The entire site is proposed to be rezoned to MU-1 (Mixed-Use Zone-1) along with a General Plan Amendment to extend the Neighborhood Serving Center or Corridor Low Density (NSC-L) PlaceType across the entire site.

The project design would maintain the fire station building oriented toward the primary (Long Beach Boulevard) and secondary (Randolph Place) frontages in conformance with the MU-1 Zoning District development standards. A surface parking lot would be located at the rear of the site with an entrance off the existing alley and a exit onto Long Beach Boulevard. The proposed building placement creates a buffer between the fire station and the existing adjacent residential and commercial uses. This buffer area would include landscaping and vehicular parking areas, similar to existing conditions.

Despite the three stories allowed in the NSC-L PlaceType, the fire station is proposed at two stories in height for compatibility with the surrounding uses. The new fire station has been designed in compliance with National Fire Prevention Association (NFPA) standards for fire station design, but also includes internal flexibility as fire personnel needs change over time.

The building exterior would incorporate a mixture of rain-screen systems (metallic and phenolic siding) over a masonry base consisting of metal and wood composite siding that would be separated by a metal horizontal band in some locations. The eastern elevation along Long Beach Boulevard would have a screened curtain wall window system at an acute corner of the building that would invite the public into the first level

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and provide natural light to the office area on the second level. The building's massing would be articulated with vertical corner elements, horizontal wood banding, and the acute corner created by the street configuration. The building's eastern façade would feature an extended roof. The fire station's front door to Long Beach Boulevard would have a red metal screen wall system. All roof-mounted equipment would be shielded by a mechanical screen. The apparatus bays facing East Randolph Place would be outfitted with an automatic four-fold door system. The fenestration would include a mixture of storefront systems and aluminum clad wood windows at the sleeping rooms.

The site access design incorporates the use of the alley for apparatus to enter the site, with an apparatus exit on Randolph Place and vehicle exit on Long Beach Boulevard. This circulation pattern has been designed and tested by the Long Beach Fire Department and represents the most efficient site access feasible for the site. The incorporation of three new traffic signals to be installed at the Long Beach Boulevard and East Randolph Place intersection serves to mitigate conflicts with vehicles, pedestrians, and cyclists at the fire apparatus exit, while also providing a mid-block pedestrian connection for this portion of the Long Beach.

The proposed project is compatible in design, character, and scale with its neighboring structures and community, consisting of non-residential uses along Long Beach Boulevard with a transition to residential away from the corridor. The proposed project is two stories in height, with detached single-family homes in the adjacent neighborhood. In addition, the building orientation and substantial setbacks along the interior and rear setbacks provide a transition to residential uses while restoring a essential public safety use to the 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 includes a zone change to the MU-1 Zoning District. This NSC-L PlaceType would govern the entire site. These are the General Plan Land Use Element (LUE), the General Plan Urban Design Element (UDE), and MU-1 design guidelines of Title 22 of the Zoning Regulations are described below.

General Plan Land Use Element: The project site will be designated as the NSC-L PlaceType of the LUE, which specifies the fundamental scale and form of development as well as basic design requirements. This PlaceType encourages mixed-use, commercial and apartment buildings and condominiums ranging from three to five stories in height. Compatible public facilities are also encouraged. The intent is for a building floor area ratio (FAR) to range from 0.5 to 1.0.

The proposed fire station would maintain a FAR of 0.76 with building orientation towards Long Beach Boulevard and Randolph Place. The substantial side and rear

yard buffers allow for a transition to the adjacent residential and commercial uses. In addition, the use of a mix of materials (CMU, siding, and metal accent) would provide a high-quality design motif to that transitions to the traditional architectural styles found within the residential neighborhood.

In addition to site orientation, the project design includes sliding privacy screens along the interior property line at fire personnel quarters and the balcony to ensure maintenance of privacy for the abutting residential use. The context sensitive design has oriented the building openings toward the frontages (Long Beach Boulevard and Randolph Place), rather than the interior and rear setbacks.

Vehicular access to the site would continue to be taken from the alley and Randolph Place, but in a modified condition. This would ensure a pull-through apparatus access to avoid backing maneuvers that include safety beeping indicators. The pull through apparatus access creates an efficient flow of traffic with the least amount of impact on the abutting uses. Therefore, the two-story scale and context sensitive design is consistent with the NSC-L PlaceType.

General Plan Urban Design Element: The UDE specifies additional design standards for the NSC-L PlaceType. These include the following strategies:

- Policy UD 21-3: Promote pedestrian activity by establishing well-design streetscapes, active ground floor uses, and tree-canopied sidewalks that are unique to the individual neighborhood and transit stations.
 - The building includes communal office and meeting spaces along the entry at Long Beach Boulevard frontage, thereby activating that frontage. The apparatus bay exits along Randolph Place also provide ground-level activation. Existing trees would be preserved along the interior setback with new trees added at the surface parking lot areas.
- Policy UD 21-4: Ensure signage, lighting, and other potential nuisances are selected with sensitivity to existing residential neighbors.
 - All new lighting would be appropriately shielded to prevent light spillage on adjacent uses.
- Policy UD 21-8: Provide access to parking/loading from alleys or side streets to minimize curb cuts along the main boulevard where pedestrian activity will be the heaviest. Require a well-designed interface between pedestrians, bicyclists, and transit users. Bicycle facilities and pedestrian amenities should be incorporated throughout the PlaceType.
 - The primary frontage remains largely uninterrupted by driveways with primary access activities along the alley and Randolph Place.

Title 22 of the Long Beach Municipal Code: The project site will be designated as the MU-1 Zoning District, which implements the NSC-L PlaceType of the LUE. The project would meet all the development standards of the MU-1 Zoning district

apart from the two standards variances for the curb cut location and size (Chapter 21.41).

Section 22.30.080 of the LBMC provides for an Adjustment Process if a project in the cannot comply with one or more of the development standards of the applicable zoning district. An Adjustment may be granted when an applicant proposes a modification to the project that substantially conforms with the intent of the regulation. The requested adjustments from the MU-1 development standards are described below:

- Required Minimum Parking Setback, Primary Frontage, Surface Parking
- Access to parking should be primarily from side streets or alleys.

The two required adjustments are related to the surface parking lot at the rear of the site. The Long Beach Boulevard Frontage is the primary site frontage. The MU-1 Zoning District requires a 20-foot setback for surface parking areas from property lines along primary frontages and discourages access from these frontages. The proposed site plan incorporates a three-foot setback between the rear parking areas and the Long Beach Boulevard frontage. This frontage features a new curb cut for fire personnel vehicles exiting the site. This parking area is required to provide an exit for fire personnel vehicles due to the location of the fire station and apparatus bay. Due to the site configuration and space needs for the fire apparatus, this is the only location to accommodate vehicular parking and exiting. In order to screen the parking and meet the intent of MU-1 standards, a decorative fence would be installed along the build to line at the frontage. Landscaping would be added at the fencing areas to soften the required fencing. This would screen and secure the rear portion of the site. No fencing is proposed to obstruct view of the ground floor fire station uses.

The unique use (fire station) and project design meets the intent of the MU-1 Zoning District development standards for active ground level uses, while addressing site and use constraints.

No other special design guidelines adopted by Planning Commission, Planned Development District , or Specific Plan applies.

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

Existing trees on site consist of common urban decorative trees. While there are mature trees on site, none are significant in terms of species, history, visual appeal, or habitat. Conditions of approval will require the trees along the interior (west) property line to be protected in place and incorporated into the project design. Trees to be removed along the eastern site boundary are to be relocated and replanted offsite. However, all species are protected from nest disturbance by the federal

Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Therefore, a condition of approval will require all tree removal to occur in compliance with the MBTA and be accompanied by a nesting bird survey prior to tree removal.

These requirements will provide a net increase in the number of trees on the development site over existing conditions. These requirements will be enforced through conditions of approval (see conditions in the project file).

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

The Applicant is required to make public improvements per Chapter 21.47 and per the Technical Advisory Committee (TAC) comments submitted to the Planning Bureau by the Public Works Department, including without limitation the following:

- Dedicate 2-feet-6-inches for alley widening purposes abutting the project site;
- Install new traffic signals at the intersection of Long Beach Boulevard and Randolph Place;
- Improve all sidewalk easement and dedicated areas to the satisfaction of the Director of Public Works, including ADA compliance;
- Provide new tree wells, street trees with root barriers, ground cover, and irrigation systems for parkways, per section 21.42.050 of the Zoning Regulations, to the satisfaction of the Director of Public Works;
- Utility connections and upgrades to serve the new development.

There is an essential nexus between all the above-required improvements and the likely impacts of the proposed project. This nexus is created by the size and scale of the proposed development as compared to the existing infrastructure. The impacts of the development are created by the construction of a new fire station. The required improvements are reasonably necessary for the practical functioning of the project and surrounding neighborhoods and public rights-of-way as a result of the project. Additionally, the traffic signal that is required at the intersection of Long Beach Boulevard and Randolph Place has been determined to be necessary for traffic safety by the City Traffic Engineer, due to apparatus exiting the fire station during calls for service. All the above-listed improvements are necessary either for traffic/cyclist/pedestrian safety, or necessary to the circulation system's capacity to accommodate the added trips resulting from the project, or both.

5. THE PROJECT CONFORMS TO ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT).

**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 is a project that is subject to a Project EIR. It has been submitted for transit review to Long Beach Transit and the Los Angeles County Metropolitan Transit Authority (Metro). LBT and Metro have not provided recommended TDM measures or any changes or improvements to bus or rail service or stops as a result of the project.

Additionally, conditions of approval will require the developer to provide all of the other TDM measures in the table above to the greatest extent feasible, as appropriate for an institutional development, but these improvements are not required per Table 25-1 and Chapter 21.64.

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

The project is subject to compliance with the Green Building requirements of Section 21.45.400. These requirements will be met through a combination of compliance with the Title 24 building code requirements, and CalGreen building code requirements, which are locally adopted into the Long Beach Building Code. Conditions of approval will require the development to achieve LEED Silver rating, as required by Section 21.45.400. Conditions of approval will ensure the canopy tree coverage at parking areas, solar ready roof, bicycle parking, and the separate collection of trash and recyclables.

7. THE PROJECT IS IN COMPLIANCE WITH THE HOUSING REPLACEMENT REQUIREMENTS OF SECTION 21.11.050 OF CHAPTER 21.11 (NO NET LOSS) OR SECTION 21.68.040.E OF THIS TITLE, AS APPLICABLE, AND WILL RESULT IN THE SAME OR GREATER NUMBER OF DWELLING UNITS; AND IN THE CASE OF EXISTING AFFORDABLE DWELLING UNITS, THAT THE DWELLING UNITS WILL BE REPLACED AT THE SAME OR DEEPER AFFORDABILITY LEVELS, AND THAT APPLICABLE TENANT PROTECTIONS OF THE LONG BEACH MUNICIPAL CODE WILL BE MET.

No existing residential dwelling units are present on the project site and this finding is not applicable.

STANDARDS VARIANCE FINDINGS

4101 Long Beach Boulevard (APNs: 7139-015-900 and 7139-015-901) Application No. 2109-01 (SV22-006 and SV22-007) October 6, 2022 (Planning Commission)

Pursuant to Section 21.25.306 of the Long Beach Municipal Code, in all cases, the Zoning Administrator or Planning Commission shall be required to make the following findings of fact before approving a standards variance. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

1. THE SITE OR THE IMPROVEMENTS ON THE SITE ARE PHYSICALLY UNIQUE WHEN COMPARED TO OTHER SITES IN THE SAME ZONE;

The project site carries two different Zoning and General Plan PlaceType designations. APN 7139-015-900 is zoned Community Commercial Automobile-Oriented (CCA) and has a General Plan PlaceType of Neighborhood Serving Center or Corridor Low Density (NSC-L)/3-Stories. APN 7139-015-901 is zoned Single-Family Residential, Large Lot (R-1-L) and has a General Plan PlaceType of Founding and Contemporary Neighborhood (FCN)/2-Stories. The proposed project would merge the parcels and rezone them to a consistent Mixed Use (MU-1) zoning designation for the construction of a new Fire Station No. 9. The proposed project also includes a General Plan Amendment (GPA) to implement a consistent PlaceType (NSC-L/3 Stories) on the entire project site.

The overall site is 16,829-square-feet in size after the proposed lot merger, which is a standard lot size for the CCA and R-1-L zone (minimum lot size is 10,000-square-feet and 12,000-square-feet, respectively) and the MU-1 Zoning District (minimum lot size is 3,000-square-feet). While the site meets the minimum lot size for the existing and proposed zoning, the site configuration is an irregularly shaped lot (trapezoid). The trapezoidal orientation exists only for properties with frontage along the west side of Long Beach Boulevard between Roosevelt Road to San Antonio Drive. The irregular development pattern results from the angled orientation of Virginia Road and San Antonio Drive. The properties on the east side of Long Beach Boulevard are regularly developed (rectangular lots with alley access).

The existing vehicular access to the site is via Randolph Place (public street) and an existing 15-foot-wide alley. The subject site is characterized by angled right-of-way access (Randolph Place) and a highly trafficked Long Beach Boulevard corridor. The proposed project intends to introduce a fire station use, a public safety use, with specific access requirements, which include independently accessible apparatus bays with prescribed turning radii for each type of apparatus.

The fire station serves a community need that has unique operational requirements.

The existing site configuration on the west side of Long Beach Boulevard and the need for pull-through apparatus circulation limits all apparatus exiting to the Randolph Place frontage, the narrowest frontage on the project site. Therefore, the existing site condition is physically unique from other sites in the vicinity, including the existing development pattern on the opposite (east) side of Long Beach Boulevard, which maintains the same existing zoning.

2. 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;

The applicant proposes clearance of an existing 0.4-acre site and construction of a new two-story (12,780 square foot) Fire Station No. 9 with three (3) drive-through apparatus bays located at 4101 Long Beach Boulevard. The requested code exceptions are: 1) a request for a driveway on Randolph Place located less than thirty feet (30') from an intersection (SV22-006) and 2) a request to allow an oversized curb cut (55 feet where 24 feet maximum is allowed) on Randolph Place (SV22-007). The requested code exceptions does not represent a grant of special privilege as both variances are directly related to the unique public safety use.

As described above, the project site is irregularly shaped (trapezoid) as compared to properties in the same zone (east side of Long Beach Boulevard). Site access is limited to the alley and Randolph Place for a pull through configuration for fire apparatus. In addition to the unique site configuration, the proposed use (fire station) has unique access requirements that are not contemplated in the typical development standards addressed in Title 21 and 22 of the Long Beach Municipal Code.

The proposed use requires a minimum number of apparatus with minimum required turning radii for each. These minimum requirements are not recognized in the applicable provisions of Title 21 with regulation of off-street parking. Furthermore, the zoning regulations do not have off-street parking requirements for fire station uses. Understanding that the fire personnel will require onsite parking, the proposed site faces constraints with balancing onsite circulation for both fire apparatus and fire personnel.

Findings

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The proposed fire station is consistent with the density and development standards under the proposed MU-1 Zoning District. The redevelopment of the lot results in the restoration of a fire station to the fire service area, therefore directly addressing fire response times in the area. The previous Fire Station No. 9 at 3917 Long Beach Boulevard was on a smaller lot and did not meet applicable Building Code requirements and was not in compliance with National Fire Prevention Association (NFPA) standards for fire station design. Meeting these standards and fire service needs requires three independent apparatus bays. Therefore, the location of these exit points are determined by the building placement and site configuration. The only possible location for apparatus to exit the station is along Randolph Place.

With this frontage being the shortest, driveway placement is dictated by building placement. The MU-1 development standards orient development towards primary frontages (Long Beach Boulevard) for greater street activation. As such, the placement of the three apparatus bays is also oriented toward the primary frontage. This building placement, in conjunction with required turning radii for each apparatus, requires that the proposed driveway to be placed less than thirty feet (30') from an intersection. The combination of the unique access requirements and site configuration warrant the granting of this standards variance (SV22-006).

The proposed project requests a second variance to allow an oversized curb cut (55 feet where 24 feet maximum is allowed) on Randolph Place. This request is directly related to the need for three independently accessible apparatus bays. The development standards for off-street parking and loading (Chapter 21.41) are focused on passenger vehicle and truck parking and loading for residential, commercial, and industrial developments, rather than standards for emergency vehicles. The request for an oversized curb cut has a direct nexus to the need for apparatus to access Randolph Place at all times during an emergency response. To mitigate the need for a larger curb cut and its placement near the intersection, three new traffic signals would be installed to regulate traffic during calls for service. This would also allow for apparatus to leave the station without immediately turning on the siren horns as the emergency vehicles exit the site. The unique public safety use and need for independent access warrants the granting of this standards variance (SV22-007).

Moreover, with limited land area, the applicant is proposing to redevelop the site, restore a fire station to the service area, provide a pull through configuration to avoid disruptive backing maneuvers, provide on-site fire personnel parking, and orient the new use away from existing residential. The incorporation of traffic signals further mitigates the potential conflicts as part of the standards variances related to the new curb cut on Randolph Place. The request is a reduction in code requirements to address unique operating needs and constraints of the irregular site.

The curb cut location and width variances do not constitute a grant of special privilege as the use is a public safety requirement. Therefore, this finding can be made in the affirmative.

3. THE VARIANCE WILL NOT CAUSE SUBSTANTIAL ADVERSE EFFECTS UPON THE COMMUNITY; AND

The fire station use is permitted under the provisions of the MU-1 Zoning District (proposed zoning) and the existing PlaceTypes for the site. The proposed site redevelopment would require the construction of the fire station in conformance with the MU-1 development standards. Due to the site configuration and need for three apparatus bays (independently accessible) would require a minimum of one standards variance (for driveway width), whether the exit is along the primary or secondary frontage. The proposed project requests a second standards variance due to the distance of the required driveway from the intersection of Long Beach Boulevard and Randolph Place. Both variances are required to serve the unique institutional use (fire station), which is a public safety use. These variances will reduce the need for apparatus having to make multiple turning movements and from backing up, improving safety.

The proposed project includes installation of three new traffic signals. Including new pedestrian crosswalks, at the intersection of Long Beach Boulevard and Randolph Place. The new traffic signals would be able to be controlled by fire personnel when apparatus are dispatched from the fire station.

The intent of the curb cut size and location restrictions is to provide reduced pedestrian-vehicular conflict and provide adequate visibility at intersections. With incorporation of the traffic signals, the apparatus would be able to safely exit the fire station as pedestrians and vehicles will have advanced notice of the emerging vehicles. The inclusion of the traffic signals would mitigate adverse effects upon the community. This finding can be made in the affirmative.

4. 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 project site is outside the coastal zone and this finding is not applicable.

LOT MERGER FINDINGS

**4101 Long Beach Boulevard (APNs: 7139-015-900 and 7139-015-901)
Application No. 2109-01 (LMG22-014)
October 6, 2022 (Planning Commission)**

Pursuant to Section 20.28.030 of the Long Beach Municipal Code, a Lot Merger approval can be granted only when positive findings are made consistent with the following criteria set forth in the Subdivision Ordinance. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings.

- 1. ANY ONE (1) OF SUCH CONTIGUOUS PARCELS OR UNITS HELD BY THE SAME OWNER DOES NOT CONFORM TO THE MINIMUM SIZE STANDARDS AS REQUIRED BY THE ZONING REGULATIONS, AND AT LEAST ONE (1) OF SUCH CONTIGUOUS PARCELS IS NOT DEVELOPED WITH A SEPARATE BUILDING FOR WHICH A PERMIT HAS BEEN ISSUED BY THE CITY; OR**

The minimum lot size for a parcel within the Community Commercial Automobile-Oriented (CCA) Zoning District (existing) is 10,000 square feet. The minimum lot size for a parcel within the Single-family Residential, large lot (R-1-L) Zoning District (existing) is 12,000 square feet. The minimum lot size for a parcel within the MU-1 Zoning District (proposed) is 3,000 square feet. Currently, each parcel measures approximately 6,935 square feet, 4,043 square feet, and 5,851 square feet. The subject parcels do not meet the required parcel size for the CCA and R-1-L zoning districts. The each parcel individually meets the required parcel size for the MU-1 Zoning District.

The eastern parcels are developed with an office building and the western parcel is developed with the surface parking lot that serves the office use. The lot merger will result in one single parcel that totals 16,829 square feet of area, which would bring the lots further into compliance with the minimum lot size requirement for the applicable zoning district. As such, positive findings can be made to approve the lot merger.

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2. **A SINGLE PROJECT IS DEVELOPED ON CONTIGUOUS LOTS IN SUCH A MANNER THAT ONE (1) OR MORE OF THESE RECORDED LOTS COULD BE SOLD SEPARATELY FROM THIS PROJECT BUT WILL RESULT IN REDUCTION OF REQUIRED PARKING, SETBACKS, OPEN SPACES, OR VIOLATION OF OTHER DEVELOPMENT STANDARDS AS SPECIFIED IN THE CURRENT ZONING REGULATIONS.**

The subject parcels are located on Long Beach Boulevard, in the existing CCA and R-1-L Zoning Districts. The proposed zoning district is MU-1 as part of the proposed zone change. The Lot Merger will result in one single parcel that totals 16,829 square feet in size and is owned by the same property owner (City of Long Beach). Lot 36 is currently developed with an office building, while Lot 37 is developed with the required parking for the office use. The merger of the parcels will prevent the parcels from being sold separately resulting in the prevention of zoning violations of said development standards for the existing and proposed zone.

SPECIAL SETBACK – ORDINANCE REPEAL FINDINGS

**4101 Long Beach Boulevard (APNs: 7139-015-900 and 7139-015-901)
Application No. 2109-01
October 6, 2022 (Planning Commission)**

The Long Beach Municipal Code does not require specific findings for the adoption of a Zoning Code Amendment nor specifically in this case, an ordinance establishing a special setback outside in addition to the Zoning Code. The proposed ordinance repeal, however, is consistent with state law and guidelines, consistent with other elements of the General Plan, will not adversely affect the character, livability or appropriate development of the City, and is in conformity with public necessity, convenience, general welfare, and good planning practice. The City of Long Beach makes these findings in support of its repeal of Ordinance No. C-1015 related to special setbacks on the 4100 block of Long Beach Boulevard.

The Ordinance repeal is consistent with objectives, principles, and standards of the General Plan. The ordinance repeal would not conflict with the City's General Plan, local coastal program, or any other applicable land use plans and policies. The repeal involves removing a "special setback" which currently applies in addition to, and in fact in conflict to the proposed zoning. The repeal of this special setback ordinance is consistent with the goals, policies and strategies in the existing Land Use Element (LUE), Housing Element (HE), and Mobility Element (ME) of the General Plan. The repeal will allow the development of real property consistent with the proposed standards in the Zoning Code and General Plan rather than the standards of the special setback. This provides a more streamlined and consistent zoning approach, consistent with the General Plan goals of increasing investments that promote neighborhood enhancement and street activation.

The ordinance repeal will not adversely affect the character, livability or appropriate development of the City, and is in conformity with public necessity convenience, general welfare, and good planning practice. The proposed ordinance removal will create consistent regulations and remove a situation where setbacks in the special setback ordinance conflict with those in the proposed zoning code. The parcel zoning is proposed to be updated under to Title 22 MU-1 Zoning, which includes provisions of adequate setbacks and public realm enhancements to assure pedestrian and vehicular access and circulation. The change harmonizes conflicting sections of the Zoning Code related to setbacks, a change that is consistent with good planning practice and furtherance of the public interest to promote development and investment that is consistent with the General Plan.