

**SITE PLAN REVIEW FINDINGS**

**5801 Atlantic Avenue**

**Application No. 2105-07 (SPR21-024)**

**September 2, 2021**

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 build 84 residential townhomes and 2,294 square feet of new ground-floor commercial space. Overall, the project will include 187 parking stalls through attached 2-car garages and 19 surface parking stalls.

The project develops the 3.20-acre vacant site with a mixed-use development with residential units throughout and commercial activities orientated toward Atlantic Avenue. The project's architecture incorporates a mix of exterior building materials and architectural articulation carried across the development. The modern slate color palate introduces eye-catching and playful colors peppered throughout which adds visual interest. The midblock structure along Atlantic Avenue serves as a community room and a coffee stand uses the playful color and helps break symmetry along the street. Additionally, the southeast corner two-story commercial structure at Atlantic Avenue and South Street merges the materials and colors found throughout the development to create a neighborhood focal point and is expected to house a restaurant to further activate the corridor.

The scale of the development at three stories in height serves as a buffer between the commercial activities of the Atlantic corridor and the smaller scale one-story and two-story residential uses to the west. At three stories in height, the proposed development is compatible in scale with the neighborhood, and is within the envisioned four story allowance of the Land Use Element PlaceType and the tailored zoning districts for the North Long Beach area developed through the multi-year UPLAN planning process and adopted in November 2019.

- 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;**



Mixed-Use 3 (MU3 and MU3 A-Series) zones provide for the highest intensity neighborhood activity centers in proximity to bus routes and multi-modal corridors. These zones permit horizontal and vertical mixed-use scaled for the highest intensity uses that benefit from transit proximity and pedestrian activity. The project's primary frontage along Atlantic Avenue includes activating uses including commercial activities and residential stoops which are encouraged by the zoning district. The pedestrian experience along Atlantic Avenue is enhanced with invigorating landscape and architectural features that gives the project a sense of place cemented as an active corridor.

The UPLAN planning process and adopted zoning district also envisions development to be sensitive to the environment and requires new development of this size to be LEED certified. The plans commit to this and a condition of approval has been added to ensure compliance.

The site is located within the Neighborhood Serving Centers and Corridors Moderate (NSC-M) General Plan Land Use PlaceType, which is intended for mixed uses to meet consumer's daily needs for goods and services with close proximity to residential uses. This PlaceType applies to locations where shopping combined with moderate-density housing is desirable from both a land use and mobility perspective. This is frequently the case at major street intersections and/or along established neighborhood shopping corridors, particularly where these corridors are served by transit. The PlaceType is characterized by medium-rise, moderate-intensity mixed-use (housing and retail) commercial centers and corridors that provide goods and services conveniently located relative to housing. This project is consistent with this PlaceType as it includes residential and commercial uses that intersect with multi-modal transportation.

The project was further analyzed for consistency with the city's Mobility Element of the General Plan. The project is bound by Atlantic Avenue which is classified as a Major Avenue; the other three streets are classified as local streets. Through conditions of approval, the streets and sidewalks are being brought into conformance with the design criteria and functionality prescribed by the Mobility Element. Furthermore, Atlantic Avenue is conditioned to be consistent with the bike lane envisioned by the City's Bicycle Master Plan.

Lastly, the proposed project was found to be consistent with the goals of the Urban Design Element of the General Plan. This project features commercial amenities within walking distance of neighborhood residences, both onsite and adjacent. The project also enhances the streetscape and connections to the abutting uses with updated sidewalks, parkways, and consistency with multimodal transportation options. With options for sidewalk dining and landscape areas throughout, the



visually green and open design offers dining and open space opportunity for the residents and community.

## GENERAL PLAN POLICY COMPLIANCE TABLE

POLICY NUMBER	HOUSING (H)/LAND USE (LU)/MOBILITY (MOP)/URBAN DESIGN (UD) ELEMENT POLICIES	FINDING
H 4.2	Encourage a balance of rental and homeownership opportunities, including high quality apartments, townhomes, condominiums, and single-family homes to accommodate the housing needs of all socioeconomic segments of the community, including large families.	This project is a market rate multi-family attached housing typology (townhome style) which is for sale (condominiums). It includes smaller 2-bedroom units and units with up to 4-bedrooms which can accommodate larger families.
H 4.5	Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts.	Atlantic Avenue is designated a Major Avenue in the City's Mobility Element and this portion of the thoroughfare contains a variety of multi-modal transportation options including a protected bicycle lane, Long Beach Transit Metro bus stops and a seven foot wide sidewalk. Within this segment of Atlantic Avenue, the dwelling units and some private open spaces are located approximately 10 feet from the property line which activates the street level. The southeast corner of the project at the intersection of Atlantic Avenue and South Street will be activated by commercial uses and a public plaza area that can also be used for outdoor dining.
LU 1-2	Support high-density residential, mixed use and transit-oriented development within the downtown	The subject project contains 84 dwelling units at a density of approximately 27 dwelling units an acre and is located



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	along Transit corridors, near transit stations and at neighborhood hubs	within ½ mile of a high-quality transit corridor or transit hub. Atlantic Avenue will be redesigned to accommodate a variety of multi-modal transportation options including a seven foot wide sidewalk for pedestrians which is set back from the vehicle lane by a row of parking and a protected Class A bicycle lane.
LU 6-10	Discourage fiscally draining land uses such as public storage, vacant lots and outdoor storage.	The subject property is currently vacant and although there are a variety of different uses allowed in this particular zoning district, the developer has proposed a residential project with a commercial/retail component which will pay property taxes and sales tax, respectively.
LU 7-9	Focus infill development in the downtown, multi-family residential neighborhoods, and transit-oriented development, and along specific corridors.	Infill development is the process of developing vacant or under used parcels within existing urban areas that are largely developed. This infill project contains approximately 3.11 acres and a density of approximately 27 dwelling units an acre. There is a high-quality transit corridor or major transit stop within ½ mile of the subject site. Atlantic Avenue is served by not only Long Beach Transit, but is also served by a Metro Bus route that provides access to downtown Long Beach.
LU 7-10	Maintain Consistency between the Land Use Element PlaceTypes and the updated Zoning Districts	The current General Plan Land Use PlaceType Of the subject site is Neighborhood Serving Centers and Corridors-Moderate/4-Stories which is consistent with the zoning designation of MU-3, A-Series. The proposed development of attached multi-family



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		townhomes with a commercial component is consistent with the Place-Type designation and zoning district.
LU 10-2	Complete neighborhoods by allowing low-intensity commercial uses to locate along neighborhood edges, in transition areas and at key intersections.	This project includes a small café/retail component at the intersection of Atlantic Avenue and South Street which will activate the northwest corner of Atlantic Avenue and South Street. This commercial area is accessible from within the residential complex.
LU 13-2	Provide new housing opportunities in neighborhood-serving centers and corridors within transit-oriented development areas and downtown.	Atlantic Avenue is a transit corridor having both Long Beach Transit and Metro Bus stops. This multi-family housing development puts to productive use a long-standing vacant lot, will provide badly needed housing and will activate this section of Atlantic avenue across from the Michelle Obama Library.
LU 18-1	Require that new development creatively and effectively integrate private open spaces into project design, both as green spaces and landscaped courtyards.	Each unit has private open space in the form of a balcony or patio/deck. Common open space is centrally located in the middle of the development in the form of a pool and deck area, community room with a small kitchenette and common bathrooms. This area has direct access through security gates to Atlantic Avenue, linking the project the public right of way.
MOP 1-1	To improve the performance and visual appearance of Long Beach's streets, design streets holistically using the "complete streets approach" which considers walking, those with mobility constraints, bicyclists, public transit users, and	This portion of Atlantic Avenue is poised for a street character change. Currently a four-lane major Avenue, the frontage of this project between 59 <sup>th</sup> Street and South Street has been redesigned with complete Streets in mind. The south bound lanes were reduced to one



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	various other modes of mobility in parallel.	vehicular lane, a separated Class A bike lane and on-street parallel parking were added. Additionally, the sidewalks were widened to enhance the pedestrian experience. Also, the intersection of Atlantic Avenue and South Street has been designated as a high-collision intersection, these changes contribute positively to the intersection and reduce that potential risk.
MOP 2-2	Design the character and scale of the street to support its street type and place-type designation and overlay networks (for example, create a bike boulevard or bicycle-friendly retail district, transit street, or green street).	This portion of Atlantic Avenue will be designed consistent with the Mobility Element and will get a significant multimodal upgrade. The street improvements will align and be consistent with the mix of uses and scale of development anticipated by the City's General Plan Land Use Element. The proposed design changes to the street turn it from a vehicle centered right-of-way into a multi-modal accessway which raises the priority of other modes of transportation, include bicycles and walking.
MOP 2-12	Identify and analyze roadways where it may be possible to preserve the level of service while eliminating a vehicle travel lane to create a bike lane, or adding width to the curb lane for a new or improved bike lane	This portion of Atlantic Avenue would be redesigned as part of the project. Southbound; one vehicular lane will be eliminated and a new Class A protected bike lane is planned.
MOP 2-15	Ensure that all new development is consistent with the applicable provisions of the Bicycle Master Plan	The Bicycle Master plan calls for improved bicycle access along this portion of Atlantic Avenue. As a result of this project, a new Class A, protected bike lane will be installed between 59 <sup>th</sup>



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		Street and South Street along the frontage of the project.
MOP 2-19	Where feasible, widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities, and streetscape improvements.	In order to improve the pedestrian experience along Atlantic Avenue the sidewalk would be widened by this project to approximately seven feet. Additionally, the pedestrian experience would be improved by the sidewalk being separated from the moving vehicular traffic on Atlantic Avenue with a Class A bike lane and a parking lane.
UD 21-1	Promote the concentration of mixed uses and higher building intensity nearest the center of the PlaceType and adjacent to transit stations, with housing and lower scale buildings at the periphery	The Atlantic Avenue Corridor generally begins north of Del Amo Boulevard and ends south of Artesia Boulevard. This section of Atlantic Avenue would generally be considered the middle of the corridor as it is across from noted public place and gathering spot, Michelle Obama Library. The proposed multi-family development along The Atlantic Avenue Corridor is 3-stories in height and has a density of approximately 27 dwelling units an acre. To the east and west of the properties which abut the Atlantic Avenue corridor are lower density multi-family zoning districts and established single-family residential neighborhoods. The northwest corner at Atlantic Avenue and South Street, a Major Avenue and Minor Avenue, respectively is proposed as a public plaza with two café/retail buildings along the edge, adjacent to the multi-family residential project.
UD 21-2	Encourage gateway elements that help define neighborhood edges and provide transitions into center	The southeast corner of this project which is at the intersection of Atlantic Avenue and South Street is designed to



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	development along lengthy corridors.	have a brightly lit, public plaza/open space area which can be not only used for congregating, but also for outdoor dining utilized by the adjacent proposed café/ restaurants.
UD 21-3	Promote pedestrian activity by establishing well-designed street scapes, active ground floor uses, and tree-canopied sidewalks, that are unique to the individual neighborhood and transit stations.	<p>The proposed development of townhomes face each of the public rights-of-way adjacent to them. There is no exception on Atlantic Avenue frontage which have private open space and the front entrance to each of the dwelling units almost at the sidewalk, which provides eyes-on -the-street. Sidewalks are at least seven feet wide and provide a continuous tree lined parkway from 59<sup>th</sup> Street to South Street with no breaks.</p> <p>Pedestrian activity along the sidewalk is 'safer' as the sidewalk is separated from the vehicular traffic along Atlantic Avenue by a Class A bicycle lane as well as on-street parallel parking.</p> <p>Mid-way through the block is a public plaza with a small coffee kiosk which will allow for a gathering space. Bicycle parking will be allowed on an installed median directly in front of the public plaza between the bicycle lane and the vehicle lane.</p>
UD 21-4	Ensure signing, lighting and other potential nuisances are selected with a sensitivity to existing residential neighbors	All proposed signage and on-site lighting shall be screened or at a lumen level so as not to spill onto adjacent properties or become a potential



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		nuisance to existing residential or the proposed residential neighborhood.
UD 21-5	Enhance transit stops with transit shelters and furnishings to better serve shoppers and residents	Per the conditions of approval, the Applicant is required to submit a plan addressing Long Beach Transit's design guidelines which provide for enhanced transit stops.
UD 21-6	Provide neighborhood serving uses, parks and transit connections within a ¼-mile radius of a neighborhood-Serving Centers and corridors – Low and moderate PlaceTypes.	Accessible from Atlantic Avenue and the residential common area, is a small coffee kiosk and public plaza area. At the southeast corner of the project are two café/restaurant/retail buildings which will activate the South Street and Atlantic Avenue intersection with outdoor dining and a public plaza gathering area.
US 21-7	Provide courtyards, paseos, and public plazas that provide needed open space and encourage walking and socializing at the heart of a neighborhood - serving center or transit station. Provide adequate open space as density increases	<p>The newly proposed development contains a commercial component at the northwest corner of Atlantic Avenue and South Street. Up to two cafés or other retail spaces are proposed with a directly accessible common gathering and plaza area between the two, visible and accessible from both South Street and Atlantic Avenue.</p> <p>Additionally, mid-block on Atlantic Avenue a small coffee/drink kiosk and small public plaza/gathering area is proposed which provides a break of the residential units which face Atlantic Avenue.</p> <p>The project provides open space that meets the Zoning Code requirements.</p>



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		The open space for the project includes a large pool area as well as a community room available for use by the residents and maintained by the Homeowner's Association.
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 heaviest. Require a well-designed interface between pedestrians, bicyclists, and transit users. Bicycle facilities and pedestrian amenities should be integrated throughout the PlaceType.	The only vehicular entrance to the development is from Linden Avenue, which is designated a local street in the Mobility Element. Linden Avenue is opposite from Atlantic Avenue which is classified as a Major Avenue in the Mobility Element. There are various pedestrian/bicycle entrances to the project from 59 <sup>th</sup> Street, Atlantic Avenue and South Street. The limited vehicular entrance to the project limits curb cuts and creates an uninterrupted pedestrian friendly sidewalk along Atlantic Avenue between 59 <sup>th</sup> Street and South Street.
UD 35-1	Foster an "eyes on the street," active pedestrian environment by maximizing transparency of exterior walls, incorporating and/or encouraging active ground floor uses, and entrances that engage the street	Each unit's primary entrance is oriented toward that abutting public right-of-way, including Atlantic Avenue. All units have their private open spaces right outside their front door adjacent to the public sidewalk, separated by a 36" high wrought iron fence.
UD 35-3	Promote the incorporation of retail uses and/or a dining zone along the street frontage within neighborhood centers.	<p>Along this section of Atlantic Avenue, approximately mid-block there is a public plaza proposed between residential buildings which can be used as a gathering space. This space also incorporates a small coffee/drink kiosk.</p> <p>At the northwest corner of the intersection of South Street and Atlantic avenue another larger public plaza is</p>



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		proposed which can also be incorporated for outdoor dining as part of the proposed adjacent restaurants/cafes.
UD 35-7	Monolithic structures that appear as a massive wall, block views, or overshadow the surrounding neighborhood, should be avoided.	The project as designed is stepped back from the public right-of-way and incorporates private open space, a variety of materials, and architectural features including ground floor height no less than 13 feet, larger than average glass windows, pop outs and recessed windows on upper levels to provide a pleasing pedestrian experience.

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

Street trees that are located along South Street within the public right-of-way are being kept as part of the development. Other trees consist of palm trees and non-native species which conflict with development are being replaced. A complete new planting plan, however, is included in the project that will substantially improve the existing conditions of street and landscaping throughout. As conditioned, new street trees will be installed consistent pursuant to 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 canopy trees around and throughout the project site.

**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 Long Beach Municipal Code and the Mobility Element of the General Plan and conditions of approval to require the street and other public infrastructure improvements necessary to support the proposed project. These improvements include the construction of Americans with Disabilities Act (ADA)



compliant sidewalks, curbs, and intersection improvements adjacent to the project, bus stop improvements, and new tree wells, street trees, root barriers, and irrigation systems adjacent to the project site.

**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 2,294 square feet of commercial use, less than the 25,000 square foot threshold for new non-residential development required for Traffic Demand Management compliance .

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

As conditioned, the project will be constructed in conformance with Section 21.45.400, and will meet the intent of LEED at the Certified Level. Additionally,



bicycle parking is provided, the rooftops include solar throughout, and the trash collection areas will feature a designated area for recyclable materials.

Therefore, 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.



## **TENTATIVE TRACT MAP FINDINGS**

**5801 Atlantic Avenue  
Application No. 2105-07 (TTM21-005)  
September 2, 2021**

Pursuant to Section 20.12.100 of the Long Beach Municipal Code, the Planning Commission shall approve a tentative map if it complies with State and Local regulations. The tentative map can be granted only when positive findings are made consistent with the following criteria set forth in the Subdivision Regulations.

**A. THAT THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS:**

A proposed subdivision is consistent when the proposed use and density of the development which are consistent with General Plan Land Use and Urban Design Element policies applicable to the property's PlaceType designation. The site is located within the Neighborhood Serving Centers and Corridors Moderate (NSC-M) General Plan Land Use PlaceType, which is intended for mixed uses to meet consumer's daily needs for goods and services with close proximity to residential uses. This PlaceType applies to locations where shopping combined with moderate-density housing is desirable from both a land use and mobility perspective. This is frequently the case at major street intersections and/or along established neighborhood shopping corridors, particularly where these corridors are served by transit. This project is consistent with this PlaceType as it includes a mix of residential and commercial uses that intersect with multi-modal transportation.

This proposed subdivision will bring quality housing to the area and contribute to the current diversity of housing types found in the area. This subdivision would create new home ownership opportunities in the area to help increase the percentage of home ownership in the city. Approval of this Tentative Tract Map for condominium purposes will align with the Housing Elements Goals and Policies to "improve the quality and availability of housing by addressing declining homeownership," as referenced in the City's Strategic Plan.

**B. THAT THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS:**

The site is located within the Neighborhood Serving Centers and Corridors Moderate (NSC-M) General Plan Land Use PlaceType, which is intended for mixed uses to meet consumer's daily needs for goods and services with close proximity to residential uses. The proposed design of the Tentative Tract Map creates two lots in addition to airspace lots for individual ownership of the townhomes. One of



the lots also includes easements for internal circulation throughout the development and for refuse collection.

The design of the proposed subdivision has been determined to be consistent with General Plan Land Use Element and Housing Element goals for residential development, more specifically Goal 5 of the Land Use Element which aims to diversify housing opportunities. The project also implements Housing Element Policy 4.2 to, “(e)ncourage a balance of rental and homeownership opportunities, including high quality apartments, townhomes, condominiums, and single-family homes to accommodate the housing needs of all socioeconomic segments of the community, including large families.” As such, the proposed project will contribute to diversified housing opportunities by allowing for new home ownership of townhomes.

Additionally, required dedications as part of the proposal bring the adjacent rights-of-way into conformance with the applicable design criteria and street widths that are required by the Mobility element of the General Plan. The design of the subdivision is therefore consistent with the General Plan.

**C. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT:**

The site is is currently vacant except for a lap fence along the perimeter of the site. The site was previously developed with a mix of uses including residential, food related, personal uses, professional uses, and automobile uses. The site has been vacant since approximately 2009. The site is physically suitable for this type of development as the lot is a relatively flat lot and of sufficient size for the proposed development. Pursuant to Title 22 of the Long Beach Municipal Code, the minimum lot size for new subdivision in the MU-3-A Zoning District is 3,000 square feet. To meet this requirement, the project merges the various lots of the project site into a master lot of 3.20 acres and includes ownership lots for residential and commercial purposes. Located in the MU3-A Zoning District and within the NSC-M PlaceType, the development includes consistent residential and commercial uses. More specifically, the development adds ground floor activating uses within reach of multi-modal transportation options. Furthermore, the development of the 84 dwelling units is an appropriate type of multi-family development at this location given the surrounding development patterns, the intent of the Zoning Regulations, and the General Plan, as described in Section A of these Findings.

**D. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT:**



Since the proposed development will be constructed on a lot that is vacant, it has been evaluated in accordance with the development standards of the NSC-M PlaceType. The NSC-M Placetype allows an average density of 54 units per acre. By that calculation, more than 162 dwelling units could be permitted on the subject 3-plus acre site. With 84 dwelling units proposed, the development is well within the allowable density of the NSC-M PlaceType.

**E. THAT THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIAL AND AVOIDABLE INJURY TO FISH AND WILDLIFE OR THEIR HABITAT.**

The project site consists of one city block in an urbanized area that was previously developed. The project site is currently a vacant dirt lot. The proposed Tentative Tract Map for Condominium Purposes merges the many lots of the site and separates ownership of the development, creating separate airspace lots for each of the residential units and a separate commercial lot. Moreover, through the environmental analysis of the project, historical uses of automobile services on the site led to the remediation of any topsoil contaminants associated with vehicular parking and servicing.

No fish or wildlife habitat exists on the site as it is currently undeveloped and vacant site in an urbanized area of the City that was previously developed. Although the proposed subdivision is not likely to cause substantial environmental damage, the development of the site will require compliance with the conditions of approval and consistency with all local, regional, and state regulations. The project will not result in any new significant impacts on the environment.

**F. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENT IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.**

No impacts detrimental to the general welfare of the public are foreseen from the approval of the tentative tract map to allow for the subdivision of the property. Included as a part of the map are dedications to increase the width of Atlantic Avenue and 59<sup>th</sup> Street. The increased width brings the streets into compliance with the adopted Mobility Element of the General Plan and provide for compliant sidewalks, parkways, and a new bike lane on Atlantic Avenue as envisioned by the Bicycle Master Plan. The project was further reviewed by the department of Public Works and the Long Beach Fire Department. The resulting site plan and access allows for the adequate movement of vehicles and fire control features as recommended by both departments. Furthermore, as reviewed by the Long Beach



Fire Department, eight fire apparatus hose pulls locations were designed to provide fire protection coverage to the proposed development.

Lastly, the multiple curb cuts and driveways are being consolidated into one entry and exit point at the west side of the development away from the busier Atlantic Avenue and onto an abutting local street. This configuration is not only consistent with the design guidelines of the Zoning District, but also removes traffic conflicts along Atlantic Avenue. The resulting configuration was analyzed by means of a traffic study and site access is forecasted to operate at acceptable level of service. Sight lines at the proposed driveway were found to be adequate and traffic conflicts would be minimal due to the available visibility.

**G. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE OR ACCESS THROUGH OR USE OF THE PROPERTY WITHIN THE PROPOSED SUBDIVISION:**

All concerned City Departments have reviewed the Tentative Tract Map in conjunction with the plans for the overall development of the site. The Applicant will be required to provide all necessary public access easements as required in the conditions of approval for the project. Therefore, no conflict with respect to easements will result from the tentative Tract Map.