

ZONE CHANGE FINDINGS

712 Baker Street (former Oil Operators, Inc. property)

APNs: 7203-002-001, 7203-002-005, 7203-002-007, 7203-002-008, 7203-002-009,
7203-002-010

Application No. 2003-24, VTTM20-002

August 18, 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

Positive Finding: The project site is currently zoned CS (Commercial Storage) over most of the site. A small area in the southwest of the site is zoned R-1-N (Single-family Residential, standard lot). The Horse (H) Overlay also applies to approximately the eastern half of the CS zoning on the site. (See *Figure 1* below for a zoning map excerpt illustrating the proposed rezoning). The site is proposed to be rezoned to “RP-15” (Residential, Planned Unit Development, 15 dwelling units per acre), which would allow a residential planned unit development project at up to 15 DU/ac. The H overlay will remain as-is, and the eastern half of the site will be rezoned to RP-15 (H).

The project is sited on the north side of Wardlow Road and bounded on the west by Los Angeles County Flood Control District (LACFCD) parcels containing the Los Angeles River, with the western property line of the development site located approximately 160 feet east of the top of the eastern embankment of the Los Angeles River. The intervening undeveloped space is owned and managed by Los Angeles County, and is used primarily for maintenance access to the flood control channel of the Los Angeles River. To the north, beyond the proposed park, the project site is bounded by the San Diego Freeway (I-405) and the Caltrans right-of-way and embankment. Neither the LACFCD or freeway zoning areas contain any occupied land uses (neither residences nor businesses). Neither of these areas would be substantially affected by this proposed rezoning, as the rezoning and development of this project would not change the way in which the LACFCD flood control channel and Los Angeles River are used, nor would the project change the way in which the San Diego Freeway is used.

To the east, the project site is bordered by the City’s Baker Street Park on the north side of Baker Street, and by Golden Avenue south of Baker Street. The development site abuts the Wrigley Heights Dog Park on its southeastern edge. The Baker Street Park currently is split-zoned between the Single Family Residential with standard lots (R-1-N) and Commercial Storage (CS) Zoning

Districts, and the Wrigley Heights Dog Park is zoned CS. Both of these City parks are included in a separate ongoing rezoning program to apply P (Park) zoning to City park facilities; however, that effort is not a part of this project or this requested rezoning. The requested rezoning will not adversely affect the character or development of these City-owned facilities.

A small-lot moderate-density residential development zoned R1S is located east of Golden Avenue, centered on Countryside Lane. This development contains 55 houses on 5.33 acres of land (including private streets) for a gross average density of 10.3 du/ac. Further to the east is a typical low-density neighborhood (typified by single-family dwellings on medium-sized lots (4,500–6,000 square feet), potentially with accessory dwelling units, or duplexes) zoned R1N. The proposed project and rezoning would be consistent with the development and density levels in these adjacent areas, as the project would have a net density of 14.55 du/ac considering only the 15.53-acre residential development portion of the project, or a gross density of 11.08 du/ac considering the entire 20.4-acre development site. Likewise, the project site is bounded by Wardlow Road on the south, and on the south side of Wardlow Road an area zoned R-4-R contains a development of 52 dwellings in a multi-family townhome-style condominium layout on a 2.16-acre site, for a gross density of 24.1 du/ac. Further to the south, across 34th Street, can be found another low-density neighborhood zoned R-1-N, similar in all respects to the one located east of Baker Street as described above.

The proposed project and rezoning would develop the site with a residential project having density substantially similar to the densities of these surrounding residential uses, 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 the only significant undeveloped site in the vicinity, and no other potential major development in the surrounding area is foreseen.

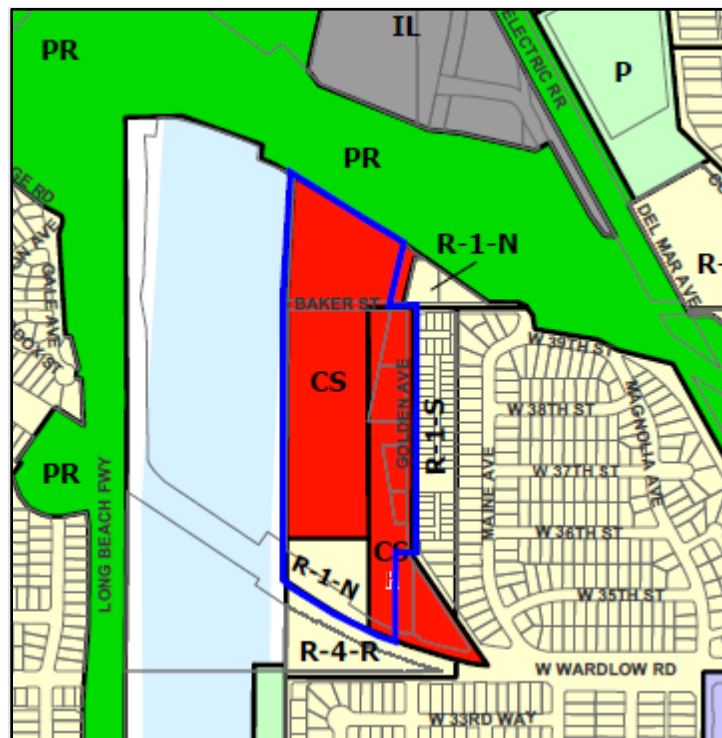


Figure 1 – Existing Zoning. Site is outlined in blue. Entire site will be rezoned to RP-15, with H (Horse) overlay to remain on the eastern portion of the site as-is.

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

Positive Finding: 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, Mobility Element, and Urban Design Element. 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: HE 1.1, 1.3, 1.4, 1.5, 1.7, and LU 1-1, 6-9, 6-10, 6-11, 7-10, 9-1, 12-1, and 13-1. Only applicable policies from each General Plan element have been included in this discussion, and non-applicable policies have been omitted. This General Plan compliance table also is referenced in other finding responses for this project. Overall the project brings high quality development to the site, providing needed housing of various types and affordability levels, all while providing additional park space and remediation of the currently underutilized site. This type of balanced infill development forwards the housing, environmental and quality of life goals found within the General Plan.

The subject site currently has a General Plan Land Use Element PlaceType designation of FCN (Founding and Contemporary Neighborhoods), except for a narrow strip abutting the San Diego Freeway right-of-way that is designated OS (Open Space).

The proposed zone change and associated development are consistent with the goals, objectives, and provisions of the General Plan in all respects.

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.

SITE PLAN REVIEW FINDINGS

712 Baker Street (former Oil Operators, Inc. property)

**APNs: 7203-002-001, 7203-002-005, 7203-002-007, 7203-002-008, 7203-002-009,
7203-002-010**

Application No. 2003-24, SPR20-007

August 18, 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;

Positive Finding:

The proposed project consists of a Planned Unit Development (PUD) residential development totaling 226 dwelling units, with 74 two-story detached single-family homes, 99 two-story row townhouses, and 53 three-story carriage townhouses, located on 15.53 acres of a 20.4-acre development site. Units will be two stories, except for the carriage townhouses, which will be three stories. The project will include a Tentative Tract Map, with one master ground lot and a condominium airspace for each unit. The total average density of the project is 14.55 dwelling units per acre (du/ac). Each unit is accessed via a network of on-site private streets and sidewalks, all ultimately taking access from Wardlow Road. The intersection of the project driveway with Wardlow Road will be fully signalized for traffic, cyclist, and pedestrian safety.

Each unit is provided with a two-car garage, and guest parking is provided on the internal private streets of the development. The developer also proposes to build an approximately 4.81-acre park north of Baker Street, which bisects the development site east to west. This park would provide the required open space for the residential portion of the development. (See plans in file no. 2003-24 for full project details and information.)

The site planning of the project is consistent, harmonious, and self-contained, with a balanced, well-organized site plan and placement of units, and a continuous flow of vehicular and non-vehicular circulation throughout the site. The outer perimeter of the site is ringed with the lower-intensity detached single-family homes, with the denser two-story townhomes located in the center of the site, and the densest three-story carriage homes located toward the front of the site near Wardlow Road. The architecture reflects a consistent and harmonious theme and design concept across the site and the different unit types. The detached single-family dwellings range from 1,924 to 2,244 square feet in size; the townhome units range from 1,464 to 1,800 square feet; and the carriage homes range from 1,526 to 1,653 square feet, providing appropriately-sized units for the chosen unit type and the overall scale of development.

The project is sited on the north side of Wardlow Road and bounded on the west by Los Angeles County Flood Control District (LACFCD) parcels containing the Los Angeles River, with the western property line of the development site located approximately 160 feet east of the top of the eastern embankment of the Los Angeles River. The intervening undeveloped space is owned and managed by Los Angeles County, and is used primarily for maintenance access to the flood control channel of the Los Angeles River. To the north, beyond the proposed park, the project site is bounded by the San Diego Freeway (I-405) and the Caltrans right-of-way embankment. To the east, the project site is bordered by the City's Baker Street Park on the north side of Baker Street, and by Golden Avenue south of Baker Street. The development site abuts the Wrigley Heights Dog Park on its southeastern edge. A small-lot moderate-density residential development zoned R-1-S is located East of Golden Avenue, centered on Countryside Lane. This development contains 55 houses on 5.33 acres of land (including private streets) for a gross average density of 10.3 du/ac. Further to the east is a typical low-density neighborhood (typified by single-family dwellings on medium-sized lots (4,500–6,000 square feet), potentially with accessory dwelling units, or duplexes) zoned R-1-N. The project site is bounded by Wardlow Road on the south, and on the south side of Wardlow Road an area zoned R-4-R contains a development of 52 dwellings in a multi-family townhome-style condominium layout on a 2.16-acre site, for a gross density of 24.1 du/ac. Further to the south, across 34th Street, can be found another typical low-density neighborhood zoned R-1-N, similar in all respects to the one located east of Baker Street as described above.

The proposed project is compatible in design, character, and scale with its neighboring structures and community, consisting as it does of a mixture of detached single-family homes, townhomes, and carriage/row homes, primarily two stories but with three-story carriage townhomes, all in a moderate density single-family configuration comparable to the average density of the nearby neighborhoods. It is separated on the north and west by large intervening regional infrastructure (the San Diego Freeway, and LA River flood control channel, respectively) and has no access or relationship, physically or visually, with the areas beyond. To the south, the project is separated by Wardlow Road, a 110-foot-wide right-of-way, from a denser two-story multifamily development and a low-density one- and two-story neighborhood beyond. To the east, it is separated by Golden Avenue, a 50–60-foot-wide right-of-way, from the two-story R-1-S zoned moderate-density development and one- and two-story R-1-N zoned low-density neighborhood beyond, as described above.

Overall, it is comparable and compatible in terms of scale and density with its surroundings. The proposed project is mainly two stories in height, with detached single-family homes facing the adjacent neighborhood and townhomes and carriage/row homes in the center of the project site, with the only three-story buildings situated close to Wardlow Road. This is appropriate in scale and relation to the surrounding neighborhoods. Likewise, the proposed density is comparable to and compatible with the project's surroundings, will maintain the existing neighborhood

character and development style, and is consistent with the density allowed by the General Plan.

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;

Positive Finding:

Several different sets of design guidelines apply to this project in a complementary fashion. These are the General Plan Land Use Element (LUE), the General Plan Urban Design Element (UDE), and the Planned Unit Development (PUD) design guidelines of Section 21.31.350 of the Zoning Regulations.

General Plan Land Use Element: The project site is located in the Founding and Contemporary Neighborhood (FCN) PlaceType of the LUE, which specifies the fundamental scale and form of development as well as basic design requirements (pp. 73–75, LUE). The FCN PlaceType allows both single-family dwellings and appropriately-scaled multifamily dwellings, such as the townhomes and carriage/row homes proposed in this project; FCN does not allow larger multifamily apartment buildings. The basic development type and site plan are consistent with the FCN PlaceType. This PlaceType also addresses transitions between new and existing development, requiring that new multifamily buildings be designed to reflect the characteristics of single-family homes to allow for better integration. The project meets this requirement in three ways: 1) by placing the three-story carriage homes near Wardlow Road away from the existing two-story R-1-S neighborhood, 2) by locating the townhomes in the center of the development site and transitioning to detached single-family homes along the perimeter of the site where the development faces the existing neighborhood, and 3), the single-family homes on the site perimeter are set back approximately 68 feet from the eastern property line on Golden Avenue, with this setback used for landscaping and biofiltration, and further separated by the 58-foot-wide Golden Avenue right-of-way from the neighborhood to the east. The FCN PlaceType also calls for new development to respect the height, massing, and open space characteristics of the surrounding neighborhood. The proposed project complies with this standard by limiting the single-family dwellings, townhomes, and carriage homes to a two-to-three-story scale with individual exterior entrances to every unit, manifesting a low-density residential development scheme. This two-to-three-story scale also is consistent with the Planned Unit Development (PUD) zoning of RP-15 that is proposed for the project, which itself is consistent with the Land Use Element FCN PlaceType.

General Plan Urban Design Element: The UDE specifies additional design standards for the FCN PlaceType (pp. 40–43, UDE). These include the following strategies:

- **Policy UD 19-1:** *Encouraging development to be sensitive to established neighborhood context, patterns, and building form and scale.* The project meets this policy through an appropriate scale of development and context-sensitive site planning and unit density distribution, as described above.
- **Policy UD 19-2:** *Ensuring the project minimizes the adverse impacts of vehicle access, parking, and loading, as well as signage, lighting, trash enclosures, and sound systems.* The project meets this policy through its adequate site circulation design, provision for sufficient resident and guest parking, and the signalization of the project driveway with Wardlow Road. The project additionally is adjacent to the local bus routes serving Wardlow Road, as well as being less than a half-mile walk or bicycle ride to the Wardlow Station of the Metro A Line (formerly Blue Line) light rail system. Trash enclosures will be provided within the garage spaces of each unit, and all project lighting will be designed to full-cutoff lighting standards. No exterior sound systems are planned.
- **Policy UD 19-3:** *Supporting new development that respects the height, massing, and open space of existing neighborhoods while creating the appearance of single-family dwellings for multi-family units to allow better integration.* The project meets this policy through the use of appropriately-scaled development that is similar to the low-to-moderate density form of the development directly east of the site and the neighborhood beyond. The project further uses detached single-family homes, townhouses, and carriage/row houses, all with exterior entrances for each unit, to maintain a single-family-scaled design concept across the project.
- **Policy UD 19-4:** *Promoting the uniqueness of the neighborhood through preservation of mature trees, historic structures, architectural detail, appropriate building scale, and cultural amenities.* The project meets this policy with regards to the fine-grained architectural detail proposed in the Spanish Colonial Revival style architecture chosen for the project's homes, as well as the previously-described sensitivity to scale both within the project and with the adjacent neighborhood. The project additionally will provide a new 4.81-acre park as a neighborhood amenity available to both residents and the general public. There are no significant mature trees (see Biological Resources Constraints Study in Project EIR file) and no historic structures or buildings on the site.
- **Policy UD 19-5:** *Providing shade trees to match existing species, add greenscape and shade, and create uniform streetscape; maintain consistent wall and fence treatment.* The project meets this policy through a complete landscaping plan and concept that will be installed as the project units are built, which will include broad-canopy leafy shade trees both within the yard area of each private unit, on common private streets within the development, and as public trees on adjacent public streets. Trees will use a consistent species

palette and will comport with public tree plans for the public streets. Consistent design of fences and walls throughout the development and especially on its perimeter will be required.

- **Policy UD 19-6:** *Encourage the use of appropriately-sized landscaped roundabouts with other traffic calming measures to create a pedestrian-friendly, safe environment.* The project meets this policy through its multiple improvements to streets, sidewalks, and intersections within and adjacent to the project site, with a primary focus on safety and walkability; however, there are no opportunities for traffic roundabouts or other typical calming measures such as speed humps or bulb-outs.
- **Policy UD 19-7:** *Promote opportunities for improved transit connectivity for neighborhoods originally designed around the streetcar.* This policy is not applicable as the project site is a 20.4-acre area previously used for oil extraction activities, and was not previously developed as a neighborhood. However, it is within a half-mile of the Metro A Line (formerly Blue Line) light rail Wardlow Station and is adjacent to a Long Beach Transit bus line on Wardlow Road; the project also is adjacent to the Los Angeles River regional bike trail. As such, multiple mobility options will be available to residents aside from personal automobiles.
- **Policy UD 19-8:** *Provide better connections to [existing] neighborhoods by improving bikeways and pedestrian paths, and capture opportunities on utility easements or vacant properties for pedestrian paths to improve walkability.* The project meets this policy through improvements to public sidewalks adjacent to the project site as well as a consistent, connected, and complete sidewalk system within the project itself. Additional off-site improvements will be made to a section of Wardlow Road between the project driveway and the Wardlow Road bridge over the Los Angeles River, where the developer will be required to construct a public sidewalk where none currently exists.
- **Policy UD 19-9:** *Encourage streets to be repurposed to accommodate slower speeds and better serve pedestrians, cyclists, and local transit where the City Traffic Engineer determines that streets are overdesigned for estimated traffic loads.* This policy is not applicable to this project as there are no public streets within the project boundaries, and there is no opportunity to repurpose or redesign Wardlow Road due to road geometry at this location. Golden Avenue directly east of the project site will be improved but already is a relatively narrow neighborhood street.
- **Policy UD 19-10:** *Preserve and maintain alleys, which provide access to garages in the rear.* This policy is not applicable to this project as there are no public alleys within or adjacent to the development site.
- **Policy UD 19-11:** *Ensure access to local-serving commercial retail at the periphery to serve residents.* The nearest commercial retail area is located at

the intersection of Wardlow Road and Pacific Place, which is approximately one-third of a mile from the project site. This is well within convenient bicycling distance and marginally within convenient walking distance. Project improvements to public sidewalks on Wardlow Road will make this distance more convenient to traverse for non-automobile travelers.

Planned Unit Development (PUD) Design Guidelines: The applicant requests a Zone Change from the existing CS and R-1-N zoning to RP-15, which is PUD zoning at 15 du/ac. Section 21.31.350 of Division III of Chapter 21.31 of the Zoning Regulations set out the following design guidelines for PUDs:

- A. Landscaping.** A PUD should be provided with landscaping as specified in Chapter 21.42 of the Zoning Regulations, and should, for landscaping purposes, be held to the standards for sites located in R-3 or R-4 zoning districts. All landscaping within the PUD should be composed of drought-tolerant, low-water-requirement trees, shrubs, and groundcover. Turf may be used in conformance with the water efficient landscaping requirements of Chapter 21.42 (Landscaping Standards) of the Zoning Regulations.

The project complies with the landscaping standards of Chapter 21.42 and the requirements therein for R-3 and R-4 zoning districts. Conditions of approval will note these requirements.

- B. Street widths.** Street widths within the PUD should comply with the requirements of Chapter 20.36 and Chapter 21.47 to the extent feasible. However, streets are encouraged to be the minimum widths allowed by the Fire Department, Building and Safety Bureau, and Public Works Department, provided that the requirements of each reviewing department is met, and that any appropriate waivers of standards are obtained according to the procedures specified in Chapters 20.36 or 21.47, as appropriate. The purpose of this guideline is to encourage site planning that adheres to good urban planning principles, to promote pedestrian- and bicycle-oriented development, and to reduce vehicle speeds within the PUD.

Street widths within the PUD have been designed to be the minimum widths allowed by the Fire and Building Codes in order to create a better pedestrian and neighborhood environment and to reduce vehicle speeds within the PUD.

- C. Sidewalks.** Sidewalks should be provided on both sides of all through or circulatory private roads within a PUD, and should be at least 5 feet wide. Sidewalks also are strongly encouraged on both sides of any interior secondary alleys or drives, at a width of at least 4 feet.

Continuous pedestrian circulation is provided on a sidewalk network that circulates throughout the proposed development. The proposed typical sidewalk width is six feet. Care has been taken to ensure the sidewalk network

connects to the public street sidewalks. Conditions of approval will also require the use of decorative pavers to identify pedestrian paths connecting the sidewalk network across drive aisles, to maintain continuous pedestrian circulation.

- D. Parkway. A PUD should be provided with a landscaped parkway between main interior circulation streets and the sidewalk. The parkway should be wide enough to sustain a mature tree (four feet), and should be landscaped in accordance with Chapter 21.42 of the Zoning Regulations.**

Site planning constraints precluded the use of parkways on interior circulation streets within the development; however, the front yard area of each unit will be planted with a substitute street tree, which conditions of approval and covenants, conditions, and restrictions (CC&Rs) will require to be maintained by the homeowners' association as if these trees were street trees. The use of specific tree species from an approved palette will be required for initial planting and any future replacements.

- E. Guest Parking. Notwithstanding Section 20.36.080 (Private Streets), guest parking should be provided as on-street parking on the internal streets of the PUD, if the streets are privately-owned and maintained. On-street parking by residents should be strongly discouraged, and the PUD's Homeowner's Association (HOA) should provide the necessary enforcement against on-street parking by residents.**

59 guest parking stalls will be provided, two more than the 57 required by the Zoning Regulations, on the private streets within the development. These parking spaces will be restricted by CC&Rs to be maintained available for guest parking and not for use by residents; this will be enforceable by the HOA.

- F. Pedestrian and bicycle connectivity. Connectivity to and within the PUD for pedestrians and bicycles is strongly encouraged, and should be provided to the greatest extent feasible. Separate pedestrian/bicycle entrances to the PUD should be provided independent of vehicular entrances, especially if the PUD is adjacent to a park, bike path, pedestrian trail, or other public amenity that is not directly accessible from the PUD by motor vehicles.**

Separate pedestrian and bicycle entrances and exits are provided to connect to external city streets and sidewalks; these access points will not require a pedestrian or cyclist to cross or transit a drive aisle at the entrance/exit.

- G. Architecture. A PUD should make use of architecture that is of the highest quality, and gives the PUD a distinct visual identity. Architecture should adhere to a common theme and architectural vocabulary among the PUD's buildings, both private residences and community facilities. The use of interesting, creative, distinctive building materials, elements, and details is strongly encouraged.**

The architecture and design of the dwellings are planned in a Spanish Colonial Revival style, similar to and designed by the same architect as this developer's previous project at 4747 Daisy Avenue ("Riverwalk," later renamed "Riverdale," see file no. 1406-12A for more information). The architecture reflects a consistent and harmonious theme and design concept across the site and across the different unit types and consists of a high-quality design and materials that was proven successful at the developer's previous "Riverwalk" project in Long Beach.

- H. Exterior edges. The PUD should present attractive exterior edges to the surrounding community, neighborhood, and public rights-of-way. Utility or maintenance structures, storage or utility areas, and uninteresting building elevations, should not be exposed to the public viewshed outside the PUD.**

The proposed PUD will present attractive faces to the surrounding neighborhood on the east, toward Wardlow Road on the south, toward the proposed park on the north, and toward the LACFCD parcels to the west. Well-designed building elevations and an architecturally-complementary perimeter wall will face the exterior.

- I. Outdoor area for common usable open space. At least fifty percent (50%) of the common usable open space for the PUD should be provided in outdoor areas, rather than indoor community rooms, workout rooms, and the like.**

The development proposes to construct a 4.81-acre park directly north of the residential development, which will provide the required open space for the project. This park will be privately owned and maintained but will be open to residents and the public alike. Conditions of approval will require the park to be open to the public on the same days and hours of operation as typical City parks.

A portion of the project site (see zoning map) is located within the Horse Overlay (H) zone. However, the H overlay contains no mandatory regulations or guidelines for non-horse development within the H overlay and does not prohibit non-horse development. The proposed project contains no horse-oriented or future horse-ready development.

No other special design guidelines adopted by Planning Commission, Planned Development District (PD, not to be confused with PUD), or Specific Plan applies.

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

Positive Finding:

Existing trees on site consist of common urban decorative trees such as Mexican fan palm and Italian cypress. While there are mature trees on site, none are significant in

terms of species, history, visual appeal, or habitat. Conditions of approval will require any trees that do not interfere with the site plan to be protected in place and maintained to be kept; however, this is unlikely to be feasible as the on-site trees interfere with the site plan layout of the proposed development. The Biological Resources Constraints study (see the study in Project EIR file) prepared for the Project EIR states that the site is completely dominated by nonnative species, including the following types of trees: several eucalyptus species (*Eucalyptus sp.*) Peruvian pepper (*Schinus molle*), California fan palm (*Washingtonia filifera*), Canary Island palm (*Phoenix canaryensis*), and Brazilian pepper (*Schinus teribenthifolia*). These trees may be used for nesting, as described in the Biological study, but none of the bird species are considered particularly sensitive and none are protected by federal or state law. However, all species are protected from nest disturbance by the federal Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, a condition of approval will require all tree removal to occur outside the nesting season, or within three days of a properly-prepared nesting bird survey that finds no active nesting activity on-site and under the supervision of a qualified biological monitor.

There are no street trees adjacent to the development site.

Each unit/lot will be required to be provided with at least one new broad-canopy leafy shade tree. New street trees will be provided at not less than one per 25 linear feet of street frontage on all street frontages adjacent to the project site. These requirements will provide a large 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

Positive Finding:

The developer 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 and improve 10 feet for sidewalk purposes on the southern half of Baker Street adjacent to the project site;
- Widen Golden Avenue west of the centerline, demolishing any existing curb, sidewalk, and gutter, and constructing a new curb, sidewalk, and gutter (6-foot-wide sidewalk and 6-foot-wide parkway) on the western side of Golden Avenue, resulting in a 30-foot-wide right-of-way width from centerline to western edge of ROW;
- Construct a new sidewalk, curb, and gutter on the south side of Baker Street, and curb and gutter only on the north side of Baker Street, adjacent to the project site, resulting in a 50-foot-wide improved ROW with a 40-foot-wide road

and 10-foot-wide walkway (5-foot-wide sidewalk and 5-foot-wide parkway) on the south side of Baker Street;

- Construct a new 12-foot-wide walkway (6-foot-wide sidewalk and 6-foot-wide parkway) on the north side of Wardlow Road, where no sidewalk currently exists, from the Wrigley Heights Dog Park west to the proposed project driveway;
- Construct a new 12-foot-wide walkway (6-foot-wide sidewalk and 6-foot-wide parkway) on the north side of Wardlow Road, where no sidewalk currently exists, from the project driveway west to the existing sidewalk on the Wardlow Road Bridge;
- 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 on Golden Avenue, Baker Street, and Wardlow Road, per section 21.42.050 of the Zoning Regulations, to the satisfaction of the Director of Public Works;
- Installation of new street lights on the western half of Golden Avenue and on Baker Street adjacent to the project site;
- Installation of a traffic signal to current CA MUCTD and/or City of Long Beach standards at the intersection of the project driveway and Wardlow Road;
- Upgrading all existing crosswalks at the intersection of Wardlow Road and Magnolia Avenue to continental-style crosswalks;
- Installation of a three-way stop at the three-way intersection of Ambeco Road, Maine Avenue, and 39th Street;
- Median improvements on Wardlow Road adjacent to the project site to accommodate the traffic signal; and
- Striping plans, to be approved by the City Traffic Engineer, where required for traffic control changes.

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 226 new homes, with all construction traffic followed by operation traffic and it's associated vehicular, bicycle, and pedestrian trips from a baseline of essentially zero (see Traffic Impact Analysis prepared for Project EIR), which trips will be added to the surrounding circulation infrastructure. The added trips resulting from the project would not be adequately accommodated by existing street configurations and sidewalks; in fact, both Wardlow Road and Golden Avenue lack sidewalks altogether adjacent to the project site (see Traffic Impact Analysis). 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 the project driveway and Wardlow Road has been determined to be necessary for traffic safety by the City Traffic Engineer, due to reduced sight lines as Wardlow Road curves on the approach to the Wardlow Road Bridge over the Los Angeles River. 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 | | |

Positive Finding:

The project is a residential 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 recommended typical TDM measures of transportation information available to tenants but have not recommended 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 residential 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.

Positive Finding:

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 a project-wide (unit/building-averaged) attainment of LEED Certified rating or equivalent, as required by Section 21.45.400.

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.

Not Applicable:

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

VESTING TENTATIVE TRACT MAP FINDINGS

712 Baker Street (former Oil Operators, Inc. property)

**APNs: 7203-002-001, 7203-002-005, 7203-002-007, 7203-002-008, 7203-002-009,
7203-002-010**

Application No. 2003-24, VTTM20-002

August 18, 2022 (Planning Commission)

Pursuant to Section 20.12.100 of the Long Beach Municipal Code, a Tentative Map 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.

THE PLANNING COMMISSION SHALL APPROVE A TENTATIVE MAP IF THE MAP COMPLIES WITH STATE AND LOCAL REGULATIONS AND IF ALL OF THE FOLLOWING FINDINGS ARE MADE:

1. THAT THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS;

This response will discuss how both the proposed map (Finding #1) and the design or improvements of the proposed subdivision (Finding #2) are consistent with the General Plan since there is significant overlap in the responses to Findings #1 and #2.

Positive Finding: The proposed Tentative Map will subdivide the existing 20.34-acre vacant site to create a condominium tract with one master ground lot and condominium airspace lots for each of the proposed 226 residential dwelling units (with 74 two-story detached single-family homes, 99 two-story row townhouses, and 53 three-story carriage townhouses, located on 15.53 acres of the 20.4-acre development site), and associated common ownership area(s). The common ownership areas would include private streets, landscaping, utility, and common amenity and recreation areas, including a 4.81-acre park site that will be open to the public.

The proposed Tentative Map and site design and improvements are subject to conformance with several elements of the General Plan. These include the Housing Element, Land Use Element, Mobility Element, and Urban Design Element. The compliance of the proposed map, and the design and improvements of the proposed subdivision, 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. Only applicable policies from each General Plan element have been included in this discussion, and non-applicable policies have been omitted. This General Plan compliance table also is referenced in other finding responses for this project. Overall consistency is found in that the development of housing of various types and at various levels of affordability complemented by new park

space forwards the housing and quality of life goals found throughout the General Plan.

2. THAT THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS;

Positive Finding: See response to Finding #1, which also discusses how the design or improvement of the proposed subdivision is consistent with the General Plan since there is significant overlap in the responses to Findings #1 and #2. No Specific Plan applies to the project site.

3. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT;

Positive Finding: The site is physically suitable for the type of development proposed, which consists of 226 new dwelling units, composed of 74 two-story detached single-family homes, 99 two-story row townhouses, and 53 three-story carriage townhouses, located on 15.53 acres of the 20.4-acre development site. The site is currently vacant and will be developed with the project as new construction. The site size, width, and depth are adequate and appropriate to accommodate the proposed development (see site plan in project file), and the proposed subdivision complies with the requirements of the Subdivision Regulations.

Geotechnical studies were prepared for the project and are included in the Project EIR; these studies find that the physical conditions of the site are suitable for the proposed development or will be made suitable through normal regulatory compliance as part of the building permitting process (see Geotechnical studies in Project EIR file).

The site is subject to a Remediation Action Plan (RAP) administered by the Los Angeles Regional Water Quality Control Board (LARWQCB). The RAP is in draft form at the time of preparation of this report but is expected to be finalized in the coming months, and is anticipated to outline achievable site cleanup requirements, as detailed in the draft RAP, that will make the site physical suitable for the proposed type of development (see draft RAP in Project EIR file; see final RAP following RAP approval by LARWQCB). The site also is subject to a Consent Decree, administered by the Long Beach Health and Human Services Department, that prescribes required site cleanup objectives. The requirements of the Consent Decree will be met through compliance with the RAP (see Consent Decree in the project file).

4. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT;

Positive Finding: The site is physically suitable for the proposed density of development, which consists of 226 new dwelling units, composed of 74 two-story detached single-family homes, 99 two-story row townhouses, and 53 three-story carriage townhouses, located on 15.53 acres of the 20.4-acre development site. The gross density of the entire site is 11.08 du/ac, and the net density on the residential development portion of the site is 14.55 du/ac. The General Plan Land Use Element specifies that the Founding and Contemporary Neighborhoods (FCN) PlaceType is appropriate for development of single-family and low-density housing at densities between 7–18 du/ac. This project complies with this standard, and the physical size and characteristics of the site are adequate and appropriate for the size and character of the proposed development, the proposed location and placement of the dwelling units and drive access and internal roads, and required open space.

5. THAT THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIAL AND AVOIDABLE INJURY TO FISH AND WILDLIFE OR THEIR HABITAT;

Positive Finding: The site is located in a fully urbanized setting on the site of a former oil extraction wastewater treatment facility. The former improvements on the site were removed between 1998 and 2002 and the site has been vacant dirt since that time. Currently, the site is graded and the soil is aerated on a regular basis as part of the required site remediation set forth in the Consent Decree (see Consent Decree in project file). A Biological Resources Constraints technical study was prepared for the project and is included in the Project EIR (see Project EIR file). The report concluded that *“no species listed as Rare, Threatened, or Endangered by the state or federal governments were found on the property or are thought likely to occur there. Several native wildlife species were noted on the site, and the site may be adequate to support a few ground-dwelling mammals and reptiles and may be within the territories of several other more wide-ranging species. The site alone is not large enough and does not contain adequate habitat to completely support any bird species within its boundaries. All bird species noted on the site forage and/or migrate in/to offsite areas. There are no definable streamcourses or riparian habitat elements present. Therefore, no permits or interactions with the agencies that regulate impacts to jurisdictional waters of the U.S. or State are required. The project site...does not support any Rare, Threatened or Endangered species or habitat that would support those species.”* Additionally, a further survey was carried out to eliminate the possibility of burrowing owl (an endangered species) presence on the project site. The four required protocol surveys for burrowing owls were negative.

The development is subject to the Project EIR's Mitigation Monitoring and Reporting Program (MMRP) (see Project EIR file). The MMRP is designed to ensure compliance with adopted mitigation measures during both construction and operation phases of the project. For each mitigation measure, specifications are made in the MMRP that identify the action required and the monitoring that must occur. The party responsible for verifying compliance with individual mitigation measures is identified in the MMRP as well. Accordingly, through adherence to standard regulatory compliance and the MMRP during the permitting and construction process, the design of the subdivision and the proposed improvements will not cause substantial environmental damage and avoidable injury to fish and wildlife or their habitat.

6. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENT IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS; AND

Positive Finding: The subdivision will take place on an existing 15.53-acre development site with an adjoining 4.81-acre open space site (see project file for site plan and project details). The impact of the project upon the environment, with its exclusively residential uses, will not cause any serious public health or safety problems. Likewise, the design of the proposed subdivision complies with the Subdivision Regulations and is not designed in such a way that would result in serious public health or safety problems, either for the surrounding neighborhoods or the site users. Primary vehicular and pedestrian access is provided in a project driveway from Wardlow Road. Additional pedestrian access, and emergency vehicle access, is provided via a driveway from the intersection of Baker Street and Golden Avenue. The Traffic Impact Analysis prepared for the Project EIR found a potential safety hazard would be created by an unsignalized project driveway on Wardlow Road; therefore the Project EIR recommended and the MMRP requires that a fully-signalized intersection shall be installed at the project driveway on Wardlow Road to mitigate any potentially hazardous road conditions that would otherwise result (see Traffic Impact Analysis and MMRP in Project EIR file). As such, the design of the subdivision is not likely to cause serious public health or safety problems.

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

Positive Finding: The proposed Vesting Tentative Parcel Map has been reviewed by the Department of Public Works, and will be corrected and conditioned as necessary to ensure that the subdivision and its improvements do not conflict with

any easements acquired by the public at large for access through or use of the property that is subject of this request (see conditions of approval in project file). Currently, maintenance access to the Los Angeles County Flood Control District (LACFCD) parcel containing the Los Angeles River between the San Diego Freeway and Wardlow Road are provided via Baker Street, which is the public right-of-way connection to this parcel. However, this segment of Baker Street will be vacated as part of this project. The City of Long Beach Public Works Department has negotiated alternate public right-of-way access with the Los Angeles County Public Works Department for this parcel, using access from 34th Street (see project file for details). A new access easement across the vacated segment of Baker Street will be provided to allow continued maintenance access by Los Angeles County and the City of Long Beach to the LACFCD parcel as needed. Conditions of approval will require this access easement to be provided (see conditions of approval).

PLANNED UNIT DEVELOPMENT FINDINGS

712 Baker Street (former Oil Operators, Inc. property)

**APNs: 7203-002-001, 7203-002-005, 7203-002-007, 7203-002-008, 7203-002-009,
7203-002-010**

Application No. 2003-24

August 18, 2022 (Planning Commission)

In addition to the Site Plan Review and Zone Change findings required for a Planned Unit Development (PUD) approval, Section 21.31.330 of the Zoning Regulations sets forth specific findings for a PUD. The Planning Commission and City Council may approve a PUD only when positive findings are made that the project is consistent with the following criteria.

A. THE PUD WILL PROVIDE A PROJECT OF HIGH-QUALITY DESIGN, ADHERING TO GOOD URBAN PLANNING PRINCIPLES AND CONSISTENT WITH THE DESIGN GUIDELINES OF THIS CHAPTER, AND WILL MAKE EFFICIENT USE OF THE AVAILABLE LAND;

Positive Finding: The project consists of 226 new dwelling units, consisting of 74 two-story detached single-family homes on small condominium lots, 99 two-story row townhouses, and 53 three-story carriage townhouses. The project also includes development of a 4.81-acre park on the north side of Baker Street. The project is consistent with the PUD design guidelines, as discussed in the Site Plan Review findings (see Site Plan Review findings). The project makes use of high-quality architecture and building materials and is consistent with all applicable design guidelines of the Zoning Regulations and the General Plan. The project also adheres to good urban planning principles in the overall concept and layout of the site plan, providing an environment that is friendly to pedestrians and other non-automobile forms of transportation, is close to amenities and resources that can be accessed by the residents, and has good connectivity to the surrounding neighborhood and areas of the City. The project also is near bus transit and the Metro A Line, a regional light rail system, requiring approximately a one-third-mile walk to reach the nearest bus stop and a half-mile walk to reach the Wardlow Station of the A Line. The project efficiently uses the available 20.4-acre development site, dividing it into a 15.53-acre residential development of density consistent with the surrounding areas, and a 4.81-acre park portion that will be open to the public in the same manner as a City park in addition to providing the common open space for the development required by the PUD Ordinance.

B. THE PUD WILL PROVIDE A HIGHER LEVEL OF AMENITIES AND COMMUNITY FACILITIES TO RESIDENTS THAN WOULD OTHERWISE BE OBTAINED THROUGH INDIVIDUAL DEVELOPMENT OF SIMILAR HOUSING UNITS;

Positive Finding: The PUD will include the development of a 4.81-acre park, which will satisfy the PUD Ordinance requirement for on-site common open space, but which additionally will be open to the public in the same manner as a City park. This park will integrate with the edge of the City's existing Baker Street Park,

providing a combined, seamless park of significant size and amenity to the public. The developer, and subsequently the homeowners' association of the residential development, will provide for the maintenance and operation of the non-City-owned portion of the park in perpetuity, while maintaining its availability to the public, as required by conditions of approval and the Development Agreement that the developer and City will execute for this project (see conditions of approval and Development Agreement). This is a significantly higher level of amenities and community facilities than would be otherwise obtained if the proposed 226 residential units were built individually throughout the City, even considering the impact fees that could be reasonably assumed to be required for 226 individual units. The development also will be provided with an on-site clubhouse, pool, and recreational facilities for residents.

C. THE PUD IS APPROPRIATELY SITED AND INTEGRATED INTO THE SURROUNDING URBAN AND NATURAL FABRIC;

Positive Finding: The PUD is appropriately sited on a vacant development site and integrated into the fabric of the surrounding neighborhood, which mainly consists of a small-lot moderate-density residential development zoned R-1-S is located east of Golden Avenue, centered on Countryside Lane. This development contains 55 houses on 5.33 acres of land (including private streets) for a gross average density of 10.3 du/ac. Further to the east is a typical low-density neighborhood (typified by single-family dwellings on medium-sized lots (4,500–6,000 square feet), potentially with accessory dwelling units, or duplexes) zoned R-1-N. The proposed PUD would be consistent with the development and density levels in these adjacent areas, as the project would have a net density of 14.55 du/ac considering only the 15.53-acre residential development portion of the project, or a gross density of 11.08 du/ac considering the entire 20.4-acre development site. The proposed PUD also is provided with connectivity to these neighborhoods through street and sidewalk connections, including improvements to the sidewalk network that will be required by conditions of approval (see conditions of approval) to create a continuous pedestrian connection from the Wardlow Road bridge over the Los Angeles River to the R-1-N neighborhood east of the Wrigley Heights Dog Park.

D. THE PUD HAS A FULLY-INTEGRATED, COMPLETE INTERNAL STREET SYSTEM THAT IS FUNCTIONAL AND CONSIDERATE OF ALL UNITS WITHIN THE PUD, AND IS APPROPRIATELY CONNECTED TO THE PUBLIC STREET SYSTEM;

Positive Finding: The PUD is provided with a system of internal streets, drives, and sidewalks that continuously connect all of the units in the PUD with each other and with the surrounding street network and neighborhood, with a vehicular connection to Wardlow Road at the south of the development site, and pedestrian/non-vehicular connections onto the vacated Baker Street right-of-way on the north of the residential development portion of the site. (See project plans in case file.)

E. THE PUD PROVIDES A HIGH QUALITY OF BUILDING DESIGN, AND THE ARCHITECTURAL THEME IS WELL-DEVELOPED AND CONSISTENT ACROSS THE PUD; AND

Positive Finding: The PUD is planned to have a Spanish Mission Revival style of architecture, and has been designed to use a consistent architectural vocabulary across the different building types and unit types of the development to maintain an architectural theme and design style. This theme is well-developed with a variety of different individual unit styles and details that integrate into a cohesive whole architectural concept. The design also avoids the use of low-quality rough or heavy stucco-finishes, low-quality foam details, and other design elements inconsistent with the quality of the chosen design theme.

F. THE PUD PROJECT IS IN COMPLIANCE WITH ALL CITY SUSTAINABILITY STANDARDS APPLICABLE TO THE SIZE AND SCOPE OF THE DEVELOPMENT.

Positive Finding: The PUD will be required to achieve a cumulative or site-wide LEED Certified or equivalent status, per Section 21.45.400 of the Zoning Regulations. This will be required by conditions of approval, regardless of whether the building/residential code(s) applicable to the project's buildings consider each detached unit as a separate detached single-family dwelling, or each building of attached units as a separate multi-family dwelling, with the intent that cumulative total number of units in the project is used as the basis for green building requirements applicable to the project's buildings.

FINDINGS
General Plan Consistency Table
August 18, 2022 (Planning Commission)

| POLICY NUMBER | HOUSING (HE)/ LAND USE (LU)/ MOBILITY (MOP)/ URBAN DESIGN (UD) ELEMENT POLICIES | FINDING |
|---------------------------------|--|---|
| Housing Element Policies | | |
| HE 1.1 | Implement the 2019 Land Use/Urban Design Element update through a comprehensive rezoning program citywide that will provide adequate sites, zoned at the appropriate densities and development standards, to facilitate the housing production and affordability goals set forth in the 2021-2029 RHNA. | The project does consist of a comprehensive rezoning of this development site to create a Planned Unit Development that will provide 226 housing units, consistent with the intent of the LUD and UDE and facilitating housing production to further the achievement of the City's RHNA goals. |
| HE 1.3 | Achieve a balance of rental and homeownership opportunities, including apartments, townhomes, condominiums, single-family houses, and accessory dwelling units, micro-units and alternative housing options to accommodate the housing needs of all socioeconomic segments of the community, including large families. | The project will be developed as condominium-ownership-type units, providing opportunities for both homeowners and renters, with a mixture of detached single-family units, attached townhomes, and attached carriage/row homes. The units consist of family-sized dwellings. Five percent of the 226 dwelling units would be affordable housing units at the Very Low area median income level. The project contributes to meeting a range of housing needs with both market rate units and affordable units included in a single development. |
| HE 1.4 | Facilitate the development of medium density housing options such as duplex, triplex, fourplex, garden court apartments, and cottages to bridge the "missing middle" housing gap between high density apartments and condominiums and low density single-family houses. | The project consists of moderate density development, as the gross density of the entire site with the park is 11.08 du/ac, and the net density on the residential development portion of the site is 14.55 du/ac. The project consists of both detached and attached unit types. |
| HE 1.5 | Encourage new high-quality rental and ownership housing through the | The project will create opportunities for both new homeownership and rentals in |

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| | implementation of objective design standards, and architectural and green building standards in alignment with the Urban Design Element of the General Plan. | a new, high-quality development of 226 dwelling units. The project will be compliant with objective design standards and green building standards. |
| HE 1.7 | 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 in alignment with the City's Climate Action and Adaptation Plan (CAAP) to minimize carbon emissions by focusing new housing near transit and jobs. | The project is located approximately a half-mile walk from the Metro A Line Wardlow Road station, making convenient pedestrian access to this regional light rail system a possibility for residents. The project also will involve street and sidewalk improvements to facilitate this non-automobile access to transit. |
| HE 1.15 | Explore mechanisms to pay for the removal and remediation of oil and gas wells on vacant or underutilized sites, to increase the number of lots available for development. | The project will remediate a brownfield site formerly used for oil extraction wastewater treatment facilities. |
| Land Use Element Policies | | |
| LU 1-1 | Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking. | The project uses land efficiently at a moderate du/ac density with a mixture of unit and housing types, and provides opportunities for walking to adjacent transit and amenities. |
| LU 6-9 | Encourage the redevelopment of parcels with poor land utilization such as single-use commercial structures on parcels over 5,000 square feet. | The project will redevelop a vacant, non-utilized brownfield site. |
| LU 6-10 | Discourage fiscally draining land uses such as public storage, vacant lots and outdoor storage. | The project will develop a vacant site with residential units expanding the city's housing stock. |
| LU 6-11 | Pursue new developments and businesses that add to the City's economic base, particularly those that generate sales tax and property tax increment revenue. | The project will generate new property tax revenue from 226 new residential dwelling units. |
| LU 7-10 | Maintain consistency between the Land Use Element PlaceTypes and the updated Zoning Districts. | The project includes a rezoning of the project site consistent with the FCN PlaceType of the LUE. |

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| LU 9-1 | Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments. | The project will develop a vacant brownfield site into a 226-unit residential development, protecting the adjacent neighborhood from the otherwise potential development of this site under its current zoning into a commercial storage facility, which would be incompatible with the LUE. |
| LU 10-1 | Ensure neighborhoods contain a variety of functional attributes that contribute to residents' day-to-day living, including schools, parks and commercial and public spaces. | The project includes a new 4.81-acre park that will be open to both residents and the public, which will integrate with the City's adjacent Baker Street Park. |
| LU 11-2 | Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues. | The project will provide for the remediation of a brownfield site formerly used for oil extraction wastewater treatment facilities. |
| LU 11-5 | Ensure neighborhoods are accessible to open spaces, parks, trails and recreational programs that encourage physical activity and walkability. | The project will include both a new 4.81-acre park open to residents and the public, as well as nearby access to the Los Angeles River Trail, and the Metro A Line Wardlow Road station. |
| LU 12-1 | Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs. | The project will include a variety of detached and attached unit types and sizes, consisting of 74 two-story detached single-family homes on small condominium lots, 99 two-story row townhouses, and 53 three-story carriage townhouses. |
| LU 13-1 | Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods. | The project will provide a variety of housing types and will not concentrate below-market-rate housing in an underserved or low-income neighborhood. |
| LU 14-4 | Establish livable communities across all neighborhoods that encourage walking, bicycling, using public transit and exercising outdoors, and that provide for | The project will establish a livable community that encourages walking, bicycling, use of transit, and exercising, through its pedestrian connections, its proximity to the Metro A Line Wardlow |

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| | economic and social opportunities for all community members. | Road Station, and its proximity to the Los Angeles River Trail. |
| LU 16-8 | Require an acoustical analysis prior to project approval for projects subject to CEQA review, for all noise sensitive projects located in an area with noise levels greater than 60 dBA CNEL. All new residential land uses shall be designed to maintain a standard of 45 dBA CNEL or less in building interiors, consistent with the General Plan. Noise reduction measures to achieve this noise level could include, but are not limited to, forced air ventilation so that windows can remain closed and/or upgraded wall and window assemblies. | The required acoustical analysis is included in the Noise chapter (Section K) of the Project EIR that has been prepared for this project. Any required mitigations will be included in the Mitigation Monitoring and Reporting Program (MMRP) and conditions of approval. |
| LU 16-13 | Locate sensitive land uses (e.g., residences, schools, and daycare centers) to avoid incompatibilities with recommended buffer distances identified in the most current version of the CARB Air Quality and Land Use Handbook: A Community Health Perspective (CARB Handbook). Sensitive land uses that are within the recommended buffer distances listed in the CARB Handbook shall provide enhanced filtration units or submit a Health Risk Assessment (HRA) to the City. If the HRA shows that the project would exceed the applicable thresholds, mitigation measures capable of reducing potential impacts to an acceptable level must be identified and approved by the City. | A Health Risk Assessment has been prepared and is found in Appendix IV.B.2: Health Risk Assessment Report of the Project EIR. |
| LU 16-14 | When residential or other sensitive land uses are proposed within proximity to freeways or the Port, use the discretionary review | The project complies with these requirements and provides vegetation and open space as a minimum approximately 400-foot buffer between |

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| | process to impose site plan and design features aimed at minimizing exposure to environmental pollution. For example, locate balconies, outdoor amenity spaces, and when possible occupied portions of buildings as far from the pollution source as a particular site will allow, and require the planting of vegetation and landscape buffering as appropriate | the residences and the San Diego Freeway. |
| LU 18-1 | Require that new development creatively and effectively integrate private open spaces into project design, both as green spaces and landscaped courtyards. | The project includes both common and private open space for the new residential units that meet these standards. |
| LU 18-2 | Enhance street corridors and spaces between buildings by incorporating small green areas, native and drought-tolerant landscaping and street trees. | The project's private streets/drives incorporate landscaping and drought-tolerant vegetation. |
| LU 18-4 | Increase the number of trees, first prioritizing areas identified as tree deficient, to provide the maximum benefits of improved air quality, increased carbon dioxide sequestration, reduced stormwater runoff and mitigated urban heat island effect. | The project will result in a significant increase in the tree count in the immediate area, as the site is currently undeveloped and will be required to comply with the standards of Chapter 21.42 (Landscaping) for the entirety of the development site. |
| LU 18-5 | Enhance access to safe open space and recreation facilities for all residents. | The project includes a new 4.81-acre park that will be open to both residents and the public in the same manner as a City park. |
| LU 20-5 | Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean. | Regulatory compliance with required standards during the permitting and construction process will meet the required standards for runoff and pollution prevention. |
| Mobility Element Policies – Implementation Measures (IM) | | |
| MOP IM-2 | Routinely incorporate complete streets features into all street redesign and repaving projects. | The project will incorporate complete streets features in the improved ROW adjacent to the project site. |

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| MOP IM-5 | Create walking loops with stepping-stone mile markers and other supportive features to support active living. | The project will provide such features in the proposed park area of the development. |
| MOP IM-9 | Implement midblock crossings and traffic calming as needed in the more suburban locations of the City where larger blocks and wider streets inhibit pedestrians. | The project will introduce a new traffic signal at the project driveway on Wardlow Road, which will provide a safe pedestrian crossing where none currently exist for 1,500 feet to the east and 3,000 feet to the west of the proposed project driveway. |
| MOP IM-30 | Ensure that all planning processes, such as neighborhood and specific plans, identify areas where pedestrian, bike, and transit improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting, and new street furniture. | As a project-level rezoning, this project provides for enhanced pedestrian and bicycle improvements to the public ROW as project exactions. |
| MOP IM-33 | Continue to implement pedestrian streetscape designs, especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public rights-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping. | This project implements pedestrian streetscape design improvements to the segment of Wardlow Road adjacent to the project site and will create a continuous pedestrian connection between the Wardlow Road bridge over the Los Angeles River, and the neighborhood to the east of the project site. |
| Urban Design Element Policies | | |
| UD 19-1 | Encouraging development to be sensitive to established neighborhood context, patterns, and building form and scale. | The project meets this policy through appropriate scale of development and context-sensitive site planning and unit density distribution, as described above. |
| UD 19-2 | Ensuring the project minimizes the adverse impacts of vehicle access, parking, and loading, as well as signage, lighting, trash enclosures, and sound systems. | The project meets this policy through its adequate site circulation design, provision for sufficient resident and guest parking, and the signalization of the project driveway with Wardlow Road. The project additionally is adjacent to the local bus routes serving Wardlow Road, as well as being less than a half-mile walk or bicycle ride to the Wardlow |

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| | | Station of the Metro A Line (formerly Blue Line) light rail system. Trash enclosures will be provided within the garage spaces of each unit, and all project lighting will be designed to full-cutoff lighting standards. No exterior sound systems are planned. |
| UD 19-3 | Supporting new development that respects the height, massing, and open space of existing neighborhoods while creating the appearance of single-family dwellings for multi-family units to allow better integration. | The project meets this policy through the use of appropriately-scaled development that is similar to the low-to-moderate density form of the development directly east of the site and the neighborhood beyond. The project further uses detached single-family homes, townhouses, and carriage/row houses, all with exterior entrances for each unit, to maintain a single-family-scaled design concept across the project. |
| UD 19-4 | Promoting the uniqueness of the neighborhood through preservation of mature trees, historic structures, architectural detail, appropriate building scale, and cultural amenities. | The project meets this policy with regards to the fine-grained architectural detail proposed in the Spanish Colonial Revival style architecture chosen for the project's homes, as well as the previously-described sensitivity to scale both within the project and with the adjacent neighborhood. The project additionally will provide a new 4.81-acre park as a neighborhood amenity available to both residents and the general public. There are no significant mature trees (see Biological Resources Constraints Study in Project EIR file) and no historic structures or buildings on the site. |
| UD 19-5 | Providing shade trees to match existing species, add greenscape and shade, and create uniform streetscape; maintain consistent wall and fence treatment. | The project meets this policy through a complete landscaping plan and concept that will be installed as the project units are built, which will include broad-canopy leafy shade trees both within the yard area of each private unit, on common private streets within the development, and as public trees on adjacent public streets. Trees will use a |

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| | | consistent species palette and will comport with public tree plans for the public streets. Consistent design of fences and walls throughout the development and especially on its perimeter will be required. |
| UD 19-6 | Encourage the use of appropriately-sized landscaped roundabouts with other traffic calming measures to create a pedestrian-friendly, safe environment. | The project meets this policy through its multiple improvements to streets, sidewalks, and intersections within and adjacent to the project site, with a primary focus on safety and walkability; however, there are no opportunities for traffic roundabouts or other typical calming measures such as speed humps or bulb-outs. |
| UD 19-8 | Provide better connections to [existing] neighborhoods by improving bikeways and pedestrian paths, and capture opportunities on utility easements or vacant properties for pedestrian paths to improve walkability. | The project meets this policy through improvements to public sidewalks adjacent to the project site as well as a consistent, connected, and complete sidewalk system within the project itself. Additional off-site improvements will be made to a section of Wardlow Road between the project driveway and the Wardlow Road bridge over the Los Angeles River, where the developer will be required to construct a public sidewalk where none currently exists. |
| UD 19-11 | Ensure access to local-serving commercial retail at the periphery to serve residents. | The nearest commercial retail area is located at the intersection of Wardlow Road and Pacific Place, which is approximately one-third of a mile from the project site. This is well within convenient bicycling distance and marginally within convenient walking distance. Project improvements to public sidewalks on Wardlow Road will make this distance more convenient to traverse for non-automobile travelers. |