

SITE PLAN REVIEW (MASTER PLAN) FINDINGS

2019–2401 E. Wardlow Rd.

Application No. 2208-18, SPR22-083

Planning Commission - May 18, 2023

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 applicant requests approval of Site Plan Review for a Master Plan for a 582,595-square-foot industrial development on a 28.32-acre site located in the SP-3-BP and SP-3-BP districts. The development consists of two buildings: Building 1 and Building 2, which are 505,045 and 77,552 square feet in floor area, respectively.

The proposed project is located at 2401, 2131, and 2019 East Wardlow Road on several parcels (Assessor Parcel Number [APN] 7149-003-017, -018 and 7149-008-004, -007, -015), totaling approximately 28.32 acres. The project site is located within the Globemaster Corridor Specific Plan area, which is in the central portion of the City of Long Beach. The project site currently contains a vacant approximately 450,000-square-foot aerospace manufacturing building and associated ancillary structures and surface parking lot, tennis courts, a sand volleyball court, undeveloped land, three monitoring wells (MW) (MW 3023, MW 3024, and MW 3025), a portion of the former UPR ROW, and a portion of the parking area associated with Long Beach Fire Department (LBFD) Temporary Station 9. LBFD Temporary Station 9 is currently leased to the building located at 2019 East Wardlow Road, which is part of the property owned by the applicant (Goodman). The existing aerospace manufacturing building was Building 52 of the McDonnell-Douglas/Boeing C-17 Long Beach manufacturing plant.

The proposed project includes demolition of the existing aerospace building (2401 East Wardlow Road) and associated ancillary structures and parking lot. Additional demolition/reconfiguration would occur at 2019 East Wardlow Road, including the demolition of the existing tennis courts, sand volleyball court, and a portion of the parking area associated with LBFD Temporary Station 9. The proposed project would then construct two new industrial buildings (Buildings 1 and 2) (see plans in project file no. 2208-18). In addition, the proposed project would include surface parking lot improvements and new landscaping. The project includes two build-out options, one focused on warehousing and logistics with less automobile parking and a large truck court, and another focused on manufacturing, with more automobile parking and a much smaller truck court.

Building 1 would be located at 2401 East Wardlow Road and would have a proposed total building area of approximately 505,043 square feet, including approximately 10,000 square feet of office space, approximately 10,000 square feet of mezzanine space, and approximately 485,043 square feet of warehouse or manufacturing space. The proposed building would be approximately 48 feet in height. The entrances to the office space would include architectural elements, reaching a maximum height of 58 feet. Building 1 would include 61 dock doors along the building's northern side. Potential office spaces would be located within the southeastern and southwestern portions of the building.

Building 2 would be located at 2019 East Wardlow Road and would have a total building area of approximately 77,552 square feet, including approximately 5,000 square feet of office space, approximately 5,000 square feet of mezzanine space, and approximately 67,552 square feet of warehouse or manufacturing space. The proposed building would be approximately 37 feet in height. Building 2 would include 14 dock doors along the building's eastern side. The potential office space would be located within the southwestern portion of the building.

The project also includes off-site improvements, which are proposed to be constructed in two phases: Phase I and Phase II. Phase I would consist of sidewalk, parkway, and bike lane improvements on the south side of East Wardlow Road, extending from the easterly edge of the site's property line to 30 feet before the East Wardlow Road and Cherry Avenue intersection. Phase II would consist of all roadway improvements as well as all sidewalk, parkway, and bike lane improvements on the north side of East Wardlow Road, extending from the easterly edge of the site's property line to the East Wardlow Road and Cherry Avenue intersection, as well as encompass the 30-foot portion of the south sidewalk work not previously completed in Phase I. Additional off-site improvements would include connections to an existing 12-inch potable water line and 8-inch sewer main adjacent to the project site in East Wardlow Road. The proposed connection to the existing water line would be 1.5 inches and the proposed connection to the existing sewer main would be 6 inches.

The project applicant also is likely to pursue a separate project to construct two related industrial buildings (Buildings 3 and 4) on two parcels of land (APNs 7149-008-012 and -016) north of the project site within the jurisdiction of the City of Lakewood. The proposed Building 3 (approximately 77,996 square feet) and Building 4 (approximately 39,538 square feet) are subject to a separate land use approval and environmental review process with the City of Lakewood.

The project is harmonious, complete, and consistent within itself. The buildings are designed in a contemporary architectural style for industrial buildings using concrete tilt-up construction and are complemented with architectural design elements and a consistent color palette. The buildings feature prominent glass corner elements on building corners facing Wardlow Road to create a focal point for building entrances. Materials include tilt-up concrete walls, metal building canopies, blue glass, clear anodized aluminum mullions, and paint colors of white, two light grays, and a

Goodman-brand green. The buildings express a consistent and coherent architectural concept and theme and will enhance the streetscape and urban fabric of Wardlow Road in this area of the Globemaster Corridor Specific Plan (GCSP). The buildings are consistent with the general trend of high-quality architecture and development in large projects in industrial areas in Long Beach.

The site configuration is well-planned, with adequate vehicular circulation for both the warehousing/logistics and manufacturing build-out options. Significant off-site improvements to Wardlow Road will be required as conditions of approval to build out the “complete streets” roadway cross-section specified by the GCSP.

The site’s immediate surroundings include an approximately 868,000-square foot aerospace manufacturing building to the south, currently used by Relativity Space; smaller buildings for Fixed Base Operators (FBOs) on the flightline of Long Beach Airport to the southwest, along with the City’s airport Fire Station No. 16; a large parking lot owned by the Long Beach Airport directly to the west, the active airfield of the Long Beach Airport to the north, and the remainder of the Goodman-owned property to the north and west, including the sites in the City of Lakewood (refer to project file no. 2208-18 for additional details).

The project buildings will be compatible in design, character, and scale with the surrounding land uses, which are all either large industrial buildings or aviation-oriented buildings to the south and west, and the former Boeing Fitness Center/current temporary Fire Station No. 9 to the west. The project situates the larger Building 1 to the east where it is more compatible in scale with its neighbors, while the smaller Building 2 is situated to the west where its smaller scale is more appropriate and will be similar to and compatible with potential Buildings 3 and 4 in the City of Lakewood, and any future development on the Cherry Ave. frontage of the Goodman-owned property.

The proposed buildings will significantly enhance the character of the site and its surroundings without being out of scale or out of context. Consisting of one-story tilt-up concrete industrial construction with architectural and thematic enhancements, the buildings’ volume and massing is within the type of development contemplated and encouraged by the Globemaster Corridor Specific Plan. Likewise, the design, character, and scale of the project is consistent with the Regional Serving Facility (RSF) and Industrial (I) PlaceTypes of the General Plan Land Use Element, as well as the intensity and size of development 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 Globemaster Corridor Specific Plan (GCSP, SP-3), the General Plan Land Use Element (LUE), and the General Plan Urban Design Element (UDE).

Globemaster Corridor Specific Plan: The project site is located in the Business Park district (SP-3-BP) of the GCSP. The GCSP has a master list of design guidelines, certain of which apply to each district of the plan. For the BP district, guidelines 2, 3, 5, 7, 8, 10, 11, 17, 22, 25, and 29 apply. The project's compliance with each is discussed below:

- **Guideline 2: Specify 360° architecture through extension of the character-defining elements and materials, level of detail, design quality, and architectural consistency to all building façades.**

The project buildings utilize 360° architecture by extending architectural treatments and the general design theme around all elevations of the building, not only the south elevations facing the main frontage on Wardlow Rd. and those areas visible on the western elevation. Quality of design and materials is maintained on all four elevations of each building, except the north elevation of Building 2, which will be built near zero-property-line with south elevation of Building 3 in the City of Lakewood and will be completely obscured.

- **Guideline 3: Incorporate major and minor building modulation that breaks down the scale of street-facing facades and reduces the perception of overall building bulk through the introduction of additional minor and differentiated massing, two to three building materials and/or colors, multiple architectural components, and the expression of associated details.**

The project buildings incorporate these techniques to reduce the appearance of uninterrupted building massing. Each building has large glass corner elements to define the building entrances. Large vertical accent materials change the visual flow of each building at multiple points. Score lines and geometric patterns in the tilt-up concrete walls provide visual interest. Usage of multiple building colors in the color palette also serves to differentiate building areas while decreasing visual bulk and increasing the overall aesthetic appearance.

- **Guideline 5: Maintain and conserve Globemaster District identity through conservation of existing character-defining industrial design**

components, details, and materials while incorporating similar and new industrial-type features and details in new buildings and alterations to existing buildings, street and open space design, and landscaping.

The buildings are composed of tilt-up concrete walls with score lines and geometric patterns, with metal accent materials and large glass corner elements. These are typical high-quality architectural features of new industrial development in Long Beach and are consistent with the quality of development required in the GCSP. The project's site plan includes new open space and abundant landscaping, and significant improvements to the Wardlow Rd. public right-of-way will be provided to build out the street cross-sections required by the GCSP.

- **Guideline 7: Provide exterior wall textures and patterns that create visual interest through use of variegated exterior wall materials, colors, and a variety of opening sizes. Use exterior wall materials that convey the district's character and history, such as brick, masonry, steel, and metal panels.**

The project buildings make use of score lines and geometric patterns in the tilt-up concrete wall material, as well as high-quality architectural accent materials and major glass elements at the building corners. The buildings also make use of a consistent color palette using four different colors to create a refined and consistent appearance.

- **Guideline 8: Align buildings along street frontages and active open space and intermix landscape, outdoor gathering spaces, openings, exhibition niches, porches, balconies, and connected upper-level amenity decks along sidewalk and pathway interfaces. Where applicable, provide comfortable street furniture that encourages informal gathering and activities.**

The buildings are aligned along the Wardlow Rd. street frontage, and the site plan is provided with abundant new landscaping and outdoor open space areas for use by employees and passers-by. On-site amenities include gathering areas with outdoor seating and shade near building entrances, walking pathways through on-site landscaping areas, decorative pavers in the parking field to mark pedestrian paths, and continuous pedestrian path flow around and throughout the site.

- **Guideline 10: Express building design at the pedestrian level that distinguishes first-floor frontages from the upper floors through the distinct and unique expression of grade-level forms, shapes, masses, materials, details, and entries.**

The project buildings are one story only but are tall (37 to 48 feet) industrial tilt-up concrete buildings. Score lines, architectural accent materials, glass corner elements, and different paint colors in the color palette are used to differentiate

between the ground level and the upper section of each building, giving a more pedestrian- and urban fabric-friendly appearance and avoiding monotony in the building elevations. Corner elements also are centered on building entrances to highlight these areas as focal points toward which the pedestrian paths converge.

- **Guideline 11: Dedicate open space “commons” at courtyards, plazas, and pedestrian connector spaces and pathways. See also Section 6.3.7 for design guidelines for open space commons.**

The project site plan includes multiple areas of outdoor open space “commons” in gathering spaces, pedestrian connectors, and pathway crossroads. These spaces also comply with the design guidelines for open space commons in GCSP Section 6.3.7.

- **Guideline 17: Provide lush and layered landscaping that offers a range of shapes, textures, colors, and seasonal change through provision of a variety of larger-scale tree types and forms, medium-scale ornamental and flowering trees, shrubs and bushes, and low-scale groundcovers. Select native and drought-tolerant plants. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required.**

The project complies with this guideline by providing multi-layered landscaping across the project site, consistent with the standards for drought tolerant and native landscaping. See landscape sheets in project plans in project file for more detail. Compliance with MWELo will be required during landscaping plan check and permitting.

- **Guideline 22: Minimize the visual impact of structured parking by placing parking structures behind main buildings, minimizing use of parking on sloped surfaces, incorporating aesthetical architectural treatment of parking structures that extends surrounding project design, using obscuring vertical landscape buffers and trees, providing active use of first floors for non-parking uses, and designing parking buildings to accommodate future habitation should parking use decline.**

No parking structures are included in the proposed project. Surface parking will be completely remodeled to meet current landscaping standards, reducing the visual impact of the existing parking field.

- **Guideline 25: Design integral signage and wayfinding systems that are legible, consistent, and provide for clear navigation to and from and throughout the project area. Design signage and wayfinding to relate to the district’s industrial legacy and context.**

Project signage is not included in this master plan Site Plan Review; however, individual building Site Plan Review will specify signage standards consistent with these design guidelines.

- **Guideline 29: Use outdoor lighting that accentuates building design elements, provides visual excitement, articulates pedestrian and vehicular circulation, supports evening open space usage, and enhances the site’s overall sense of safety and security. All outdoor lighting devices provided on public and private property within the plan area should use full-cutoff fixtures with certifications under the new “backlight/uplight/glare” (BUG) rating system.**

Outdoor lighting design is not fully developed at this stage of the master plan, but conditions of approval will require each individual building Site Plan Review to comply with these standards and will be required by conditions of approval to comply with the BUG rating system.

General Plan Land Use Element: The project site is located in the Industrial (I) and Regional Serving Facility (RSF) PlaceTypes of the LUE, which specifies the fundamental scale and form of development as well as basic design requirements (pp. 90–92 and 96–100, LUE). The I PlaceType specifies larger industrial uses should be concentrated toward the center of an industrial area, with smaller uses toward the periphery to provide a transition to neighborhood and other areas. The project complies with this by locating Building 1 on the east, close to the Airport and deep within the Goodman property (former Boeing manufacturing site), with the much smaller Building 2 located west toward Cherry Ave., on the opposite side of which the Cal Heights neighborhood is located. The LUE specifies specific RSF PlaceType assignments based on large regional facilities/uses, the first of which is dedicated to the Long Beach Airport. This section of the RSF description calls for consolidating businesses and airport-related land uses into business parks to support the economic engine of the Airport. The project is consistent with the intent of this RSF section as it will include a large regional-scale employment center when built out and will benefit from its proximity to the airport.

The Land Use Element also specifies specific strategies for major areas of change, including:

- **LU Policy 7-1: Continue to accommodate regional-serving facilities, new growth and infrastructure expansion through the development and update of master plans.**

The project will implement a new regional employment generator through the development of uses planned for in the Globemaster Corridor Specific Plan.

- **LU Policy 7-4: Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.**

The project will transition the vacant prior aerospace manufacturing building on the site into a new industrial center.

- **LU Policy 7-8: Ensure infill development is compatible with surrounding established and planned uses.**

The project is compatible with surrounding uses, which are also industrial in nature and adjacent to the airport. The project incorporates appropriate transitions to the Cherry Ave. corridor and the neighborhood to the west.

General Plan Urban Design Element: The UDE specifies additional design standards for the Industrial PlaceType (pp. 52–53, UDE) and for the Regional Serving Facility (RSF) PlaceType (pp. 56–57, UDE). These include the following strategies:

Industrial PlaceType

- **Policy UD 24-1: Promote flexible interior spaces, integrated technological resources, innovative architectural styles, and enhanced entrances and frontages to attract creative office and neo-industrial uses.**

The project will consist of new concrete tilt-up industrial buildings with the latest building standards and technologies integrated. The buildings make use of innovative and enhanced architecture as previously described in these findings. The building spaces will be flexible as planned to accommodate either warehousing/logistics uses, or manufacturing uses, both of which are in demand in the current market.

- **Policy UD 24-2: Protect and enhance viable industrial uses to retain job employment opportunities and job diversity.**

The project will protect an existing industrial property with employment potential that is currently a vacant brownfield by rebuilding the site with the proposed new industrial development. The project will increase opportunities for job diversity through its flexible build-out as either warehousing/logistics or manufacturing uses.

- **Policy UD 24-3: Promote the incorporation of buffers between residential and industrial uses, such as surface parking, landscaped open space buffers, and lower buildings.**

The project site is located a significant distance from the nearest residential uses (approximately 750 feet edge-to-edge and over 1,500 feet from the industrial site center to residential edge), and is well-buffered by intervening distance and land uses. Additional landscaped parking field and landscaped open space and pedestrian areas will be provided in the proposed project as well.

- **Policy UD 24-4: Utilize sites away from neighborhoods for more intense industrial uses.**

The site is located a significant distance from the nearest residential neighborhood as described above.

- **Policy UD 24-5: Encourage incompatible land uses and operations to be located away from and screened from view of residential neighborhoods.**

The site is located a significant distance from the nearest residential neighborhood as described above.

- **Policy UD 24-6: Provide heavily landscaped edges and screening along industrial corridors to make them more attractive to pedestrians, bicyclists, and transit users.**

The project involves significant landscaping and public right-of-way improvements, which will create a heavily-landscaped edge on Wardlow Rd. as well as a “complete street” street cross-section, which will make the Wardlow Rd. corridor east of Cherry Ave. significantly more attractive to pedestrians, cyclists and transit users.

- **Policy UD 24-7: Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.**

The project involves significant landscaping and right-of-way improvements as described above. Additional permeable surfaces will be added where feasible, although due to the site’s Special Land Use Restriction (SLUR) covenant, a different type of on-site stormwater capture and treatment system may be installed that does not make use of direct infiltration.

Regional Serving Facility PlaceType

- **Policy UD 26-1: Enhance the edges, both within and adjacent to, the regional serving facility to avoid abrupt transitions between large institutional facilities and their neighbors.**

In this case, the facility’s neighbors are other large regional-serving uses and large-scale facilities; however, the project will result in the edges of the site being significantly enhanced as described in findings above.

- **Policy UD 26-2: Encourage separation of incompatible land uses with site planning strategies and appropriate design treatments.**

The site is well-separated and buffered from incompatible uses as described in findings above.

- **Policy UD 26-3: Incorporate shade trees and pedestrian amenities along main streets, with pedestrian entrances oriented toward the sidewalk, not just internalized to the campus or facility.**

Significant edge landscaping improvements, as well as public right-of-way improvements, will occur in addition to on-site “internalized” improvements

(refer to landscaping and open space sheets in project plans in file no. 2208-18).

- **Policy UD 26-4: Incorporate design features that provide for thematic elements to link adjacent areas with regional serving facilities, reinforcing community connections to these places.**

The buildings are designed with consistent thematic elements that will identify the development as a unified campus while integrating with surrounding land uses. The site will also incorporate design elements thematic to the Globemaster Corridor Specific Plan to create the unique district identity required by the GCSP.

- **Policy UD 26-5: Provide access to parking/loading from side streets, wherever possible, to minimize curb cuts along the main street.**

All access is taken from Wardlow Rd. and no side streets are available; however, this segment of Wardlow Rd. terminates at a gate onto the Long Beach Airport airfield approximately 700 feet east of the eastern edge of the project site, and as such this segment of Wardlow Rd. is not a through street and functions essentially as a side street.

- **Policy UD 26-6: Provide courtyards, paseos, and plazas that integrate open space within buildings and parking structures and encourage walking within the campus and to nearby amenities.**

The project includes multiple courtyards, pedestrian paths, and outdoor meeting spaces for employees and passers-by to encourage walking and the outdoor usage of open space within the project site.

General Plan Mobility Element: The Mobility Element specifies implementation measures to increase the “mobility of people” and the “mobility of resources.”

- **MOP IM-1: Develop a street design standards manual to reflect the new street typologies that incorporate the concept of complete streets.**

The street design standards manual applicable to the project area was adopted in the Globemaster Corridor Specific Plan.

- **MOP IM-2: Routinely incorporate complete streets features into all street redesign and repaving projects.**

The project implements the complete streets standards set forth in the GCSP.

- **MOP IM-5: Create walking loops with stepping-stone mile markers and other supportive features to support active living; and**
- **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 includes new pedestrian paths and amenities on the private property, as well as improvements to the pedestrian infrastructure on the right-of-way. The project also includes right-of-way improvements to implement mid-block crossings on the large block of Wardlow Rd. between Cherry Ave. and the Airport.

- **MOP IM-15: Strengthen existing development standards for bike parking at new commercial and multifamily developments.**

The project will comply with the enhanced bicycle parking and amenity development standards specified in the GCSP.

- **MOG IM-4: As part of the project development review process, ensure that adequate off-street loading areas in new, large commercial, industrial, and residential developments are provided. In addition, we should ensure that these areas do not conflict with adjacent uses, or with automobile, pedestrian, bicycle, or transit access and circulation.**

The project will ensure adequate off-street parking and loading for the new industrial activities at the proposed buildings, while avoiding conflicts with adjacent uses and the circulation network.

Long Beach Climate Action Plan (LB-CAP): The project is consistent with the requirements of the LB-CAP, as documented in the LB-CAP checklist prepared for the project, which is referenced in the Greenhouse Gas (GHG) section of the Program EIR Compliance Checklist (PECC-04-22) prepared for the project. Additionally, the LB-CAP checklist itself is attached as Appendix B-6 to PECC-04-22.

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 landscape trees. While there are mature or old 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 reconfiguration of the site plan for the proposed development and the new landscaping. The project will provide all-new landscaping for the subject site, including various drought tolerant trees, shrubs, and groundcover along the northern, southern, and western boundaries of the site; along the eastern, southern, and western sides of Building 1; along the southern and western sides of Building 2; and along the eastern and western sides of the existing “Astro” electrical substation (which is on a separate parcel and is not included in the Master Plan). The existing 76 trees on site will be removed, and will be replaced by 309 trees including Chinese flame, magnolia, olive, Chinese pistache, African sumac, Brisbane box, and coast live oak trees (see landscaping plans in

project file). The project's landscaping is designed to comply with the standards of the GCSP and Chapter 21.42 (Landscaping Standards) of the Zoning Regulations.

As all bird species potentially nesting in any trees are protected from nest disturbance by the federal Migratory Bird Treaty Act and the California Fish and Game Code, 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.

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. Any dead or dying street trees also will be replaced. 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, as detailed in the Public Works TAC memorandum dated November 11, 2022 (see memorandum in project file).

There is an essential nexus between all of the 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 approximately 582,595 sq. ft. of new industrial building area, and the associated construction traffic followed by operation traffic consisting of van and truck trips, as well as employee and visitor vehicular, bicycle, and pedestrian trips generated by the project (see Traffic Impact Analysis prepared for Project EIR Compliance Checklist in project file), 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, and 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. 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 non-residential project of 100,000+ sq. ft. and is subject to all TDM requirements. Conditions of approval will require the developer to provide all of the TDM measures in the table above and as required by 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.