

## FINDINGS

Tentative Parcel Map  
2401 E. Wardlow Rd.  
Application No. 2012-02 (TPM21-004)  
June 17, 2021

### Tentative Parcel Map Findings

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;**

Positive Finding: According to the General Plan's Consistency Test (see pp. 168–171, 2019 General Plan Land Use Element), *proposed subdivisions are considered consistent when the density of the proposed subdivision meets the PlaceTypes residential density and commercial/industrial intensity.* The development site will be subdivided into five parcels preparatory for future development projects (see project plans and Vesting Tentative Parcel Map No. 83393 in the project file, Application No. 2012-02). Parcel 1, 27.48 acres in size, will contain an existing approximately 450,000-square-foot footprint former aerospace manufacturing building, currently vacant, which may be adaptively reused. Parcel 2 will contain an existing customer-owned electrical substation that will power a building located south of the area subject to the proposed Parcel Map, and potential future projects on the remaining three parcels (Parcels 3, 4, and 5) are not known or proposed by the property owner at this time. However, the sizes of Parcels 3, 4, and 5, which are 0.62 acres, 1.20 acres, and 0.97 acres, respectively, are appropriate for the potential density of commercial and industrial development likely to occur under the Globemaster Corridor Specific Plan (SP-3), in which the Tentative Map is located. The sizes and configurations of all five proposed parcels are consistent with the Regional-Serving Facilities (RSF) PlaceType in the General Plan, and with the allowable land uses specified and anticipated by the Globemaster Corridor Specific Plan (SP-3) as well.

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

Positive Finding: According to the General Plan's Consistency Test (see pp. 168–171, 2019 General Plan Land Use Element), *proposed subdivisions are considered consistent when the density of the proposed subdivision meets the PlaceTypes residential density and commercial/industrial intensity.* Parcel 1, 27.48 acres in size, will contain an existing approximately 450,000-square-foot footprint former aerospace manufacturing building, which is currently vacant and may be adaptively reused. The adaptive reuse of the large manufacturing building will be subject to the use and development standards of the Globemaster Corridor Specific Plan (SP-3), which is consistent with the RSF PlaceType of the General Plan. Parcel 2 will contain an existing customer-owned electrical substation; this type of infrastructure and the design of the subdivision to accommodate it, is consistent with the General Plan and Specific Plan as well. The design and improvement of the project on Parcels 3, 4, and 5 are not known yet, as noted in Finding #1 above; however, the size and configuration of the proposed parcels are appropriate for the commercial and industrial uses permitted by and likely to be developed under the Specific Plan.

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

Positive Finding: The site of the Tentative Map, which consists of 30.6 acres of land, is physically suitable for the proposed subdivision and type of development that is proposed or that is permitted by the Globemaster Specific Plan. As discussed in Finding #2 above, Parcel 1, 27.48 acres in size, will contain an existing approximately 450,000-square-foot footprint former aerospace manufacturing building, which is currently vacant and may be adaptively reused; the large 27.48-acre parcel size proposed for Parcel 1 is physically suitable and appropriate for this use, and the existing building complies with the development standards for a parcel of this size. Parcel 2 will contain an existing customer-owned electrical substation on a 0.33-acre parcel, which is physically suitable and appropriate for this type of infrastructure use. The design and improvements for Parcels 3, 4, and 5 are not known yet, as noted in Findings #1 and 2 above; however, the size and configuration of the proposed parcels are physically suitable and appropriate for the commercial and industrial uses permitted by and likely to be developed under the Specific Plan.

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

Positive Finding: The site is physically suitable for the density and intensity of development that is proposed or is permitted by the Globemaster Specific Plan, as the site of the Tentative Map, which consists of 30.6 acres of land, is planned to

accommodate intense, job-generating commercial and industrial development and supportive retail, services and amenities. As discussed in Findings #2 and 3 above, Parcel 1, 27.48 acres in size, will contain an existing approximately 450,000-square-foot footprint former aerospace manufacturing building, which is currently vacant and may be adaptively reused; the large 27.48-acre parcel size proposed for Parcel 1 is physically suitable and appropriate for this use. Parcel 2 will contain an existing customer-owned electrical substation on a 0.33-acre parcel, which is physically suitable and appropriate for this type of infrastructure use. The design and improvements for Parcels 3, 4, and 5 are not known yet, as noted in Finding #1 and 2 above; however, the size and configuration of the proposed parcels are physically suitable and appropriate for the density and intensity of the commercial and industrial uses permitted by and likely to be developed under the Specific Plan.

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

Positive Finding: The site is a fully urbanized location and consists of vacant asphalt parking lots, urban landscaping, a large 450,000-square-foot footprint former aerospace manufacturing building, and the former Boeing Fitness Center, currently used as the City's Fire Station No. 9, which is approximately 85,034 square-foot in area. The proposed subdivision and the adaptive reuse of the aerospace manufacturing building will not cause substantial environmental damage or substantial and avoidable injury to fish and wildlife or their habitat as the area is fully urbanized and developed, and contains no habitat area.

See project file No. 1712-05 and the Program Environmental Impact Report/Environmental Impact Statement prepared for the Globemaster Corridor Specific Plan (EIR-03-17, SCH No. 2018091021) for full details of the approved Specific Plan and environmental analysis. The Initial Study/Environmental Assessment (IS/EA) found that the Specific Plan, and development under the Specific Plan, would have no impact or a less than significant impact in all subject areas under Biological Resources (Section 3.4, p. 36 of the IS/EA). The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared for the project analyzed the following environmental effects: Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Environmental Justice, and Energy. The Draft EIR/EIS was circulated for a 45-day public review period between August 3, 2020 and September 17, 2020. The Final EIR/EIS, including Errata to the Draft EIR/EIS, Mitigation Monitoring and Reporting Program (MMRP)/Environmental Commitments Record (ECR), Findings of Fact and the Statement of Overriding Consideration (Air Quality, Cultural Resources, Greenhouse Gas Emissions, and

Transportation), was distributed on December 1, 2020. The Program EIR/EIS was certified by the Long Beach City Council on May 18, 2021.

Any development within the Specific Plan is subject to the PEIR/EIS Mitigation Monitoring and Reporting Program (MMRP), which is designed to ensure compliance with adopted mitigation measures during project. For each mitigation measure recommended in the PEIR/EIS that applies to future development, 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.

**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 design of the subdivision is not likely to cause serious public health or safety problems. The subdivision will take place on an existing 30.6-acre development site. Parcel 1, 27.48 acres in size, 1 will contain an existing approximately 450,000-square-foot footprint former aerospace manufacturing building, which is currently vacant and may be adaptively reused. Parcel 2 will contain an existing customer-owned electrical substation on a 0.33-acre parcel, and the proposed development for Parcels 3, 4, and 5 are not known yet. The subdivision site has frontage on Wardlow Road and Cherry Avenue; combined, this provides adequate emergency access to the project site. Emergency access, entry, and configuration has been reviewed and approved by the Department of Public Works, the Fire Department, and Police Department. The types of improvement proposed for Parcel 1, existing on Parcel 2, and likely to occur on Parcels 3, 4, and 5 are acceptable commercial and industrial uses under the Specific Plan, and are not likely to cause any serious public health or safety problems. See Finding #5, which discusses environmental analysis and mitigation measures in detail.

**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 Tentative Parcel Map has been reviewed by the Department of Public Works and will be conditioned as necessary and corrected if needed prior to final approval and recordation 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.