

September 1, 2022

CHAIR AND PLANNING COMMISSIONERS

City of Long Beach
California

RECOMMENDATION:

Recommend that the City Council certify Final Program EIR-05-19 (SCH No. 2020010387), make findings of fact, adopt a statement of overriding considerations, and approve a Mitigation Monitoring and Reporting Program (MMRP);

Adopt a resolution establishing the Century Villages at Cabrillo Specific Plan (SP-4); pursuant to Sections 65450-65458 of the California Government Code;

Declare an ordinance amending the California State University Research and Technology Center/Villages at Cabrillo Long Beach Vets Planned Development District (PD-31), and repealing "Villages at Cabrillo" (subarea D), relating to the Century Villages at Cabrillo Specific Plan (ZCA22-002); and,

Declare an ordinance amending the Land Use District Map (Zoning Map) by amending portions of Part 8 of said map (ZCHG22-002) to reflect the establishment of the Century Villages at Cabrillo Specific Plan. (District 7)

APPLICANT: Century Housing Corporation
1000 Corporate Pointe
Century City, CA 90230
(Application No. 1709-11)

DISCUSSION

This report discusses a proposed new Century Villages at Cabrillo Specific Plan (CVCSP) that would guide the redevelopment of portions of the Century Villages at Cabrillo (CVC) campus in West Long Beach to create a community of 1,380 affordable housing units. The creation of the CVCSP will allow for streamlined and flexible future development while meeting the high standards of design and sustainability laid out in the plan. The adoption of this plan and ultimate construction of these affordable units is a critical component of the City's larger housing strategy and implementation of the recently certified Housing Element. Over the next ten years, implementation of the CVCSP will continue to serve the existing and future residents of the supportive housing community while upgrading and expanding the housing stock to address

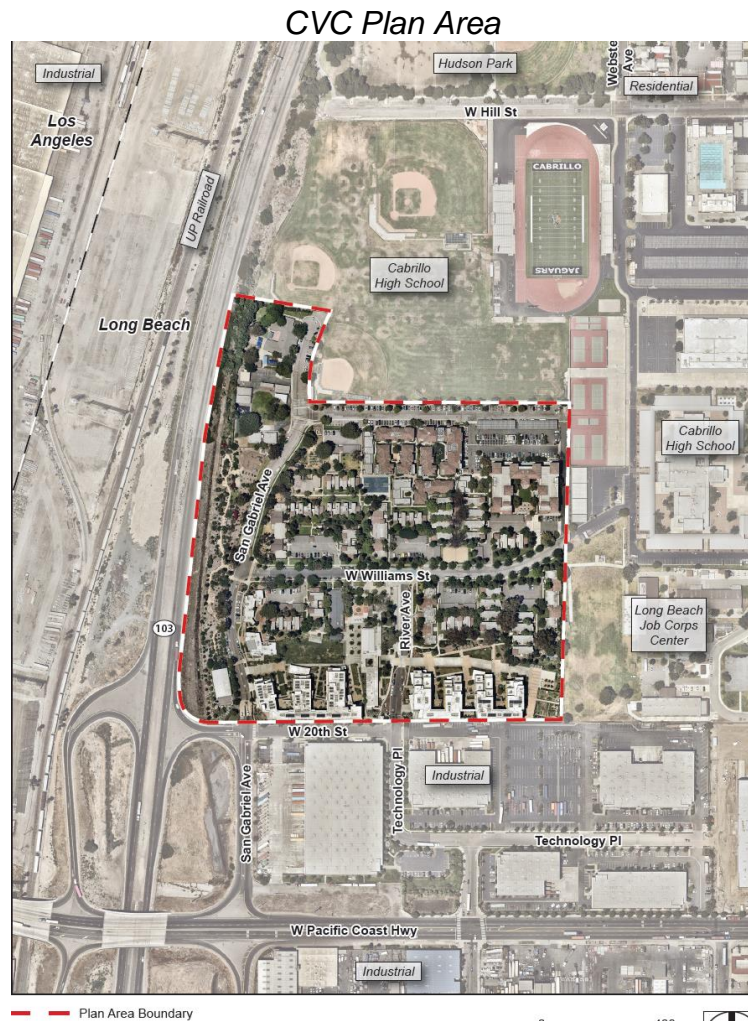


community needs, including providing for new service providers, realigning existing amenities as well as new amenities to better serve CVC residents.

Background

The Plan Area is a 27-acre portion of a former United States Naval housing facility. The Plan Area had been part of a larger naval housing complex serving the Navy's shipyards starting in the 1950s and was closed in 1991 as part of the United States Department of Defense's (DoD) Base Realignment and Closure Commission. In 1997, the DoD transferred the land under the McKinney-Vento Homeless Assistance Act (McKinney Act), which makes unused federal properties available to assist the unhoused population. The Plan Area was conveyed to primarily benefit the unhoused and was part of the larger 140-acres of federal property that was included in the Long Beach Naval Station decommissioning. A 501(c)3 nonprofit organization, Villages at Cabrillo was established in 1997 when the DoD transferred the 27 acres of land that make up the Plan Area to CVC for the purpose of providing transitional and permanent housing to the homeless and those at risk of becoming homeless.

The CVC Plan Area is located on the western edge of the City of Long Beach, nearly two and half miles to the northwest of Long Beach's Downtown area (Attachment A – Vicinity Map). It is bordered by Cabrillo High School and associated campus facilities to the north and east, California State Long Beach Technology and industrial uses (warehouse, distribution and logistics) to the south, Long Beach Job Corps Center to the east, and warehouse, distribution and logistics uses to the west, across State Route 103 (SR-103, also known as the Terminal Island Freeway).



When originally opened in 1997, the Century Villages at Cabrillo Plan Area primarily utilized rehabilitated former navy housing with rehabilitation and new construction introduced over time. By the conclusion of 2018, the entirety of CVC had been developed with new residential uses or the rehabilitation of existing structures. Major redevelopment of CVC occurred over six phases beginning in 2001 and concluding in 2020. Over the six phases, a total of 865 dwelling units, 54,730 nonresidential square feet (SF), and 512 parking spaces exist within the Plan Area.

- *Phase 1, completed in 2001* – Community-based outpatient clinic, childcare center, transitional school facilities, family shelter, housing for families, youth and veterans, a central kitchen and dining facility and a career center and computer lab. This first phase primarily focused on the rehabilitation and reuse of existing structures on the campus.
- *Phase 2, completed in 2004* – Casa de Cabrillo, a permanent housing project for single veterans. The improvements include the park lot north of Casa de Cabrillo as well as the construction of North and West Willard Streets.

- *Phase 3, completed in 2009* – Family Commons at Cabrillo, an 81-unit affordable housing apartment complex designed specially for families. In early 2012, CVC completed a new 14-unit emergency shelter that expanded an existing shelter and provides emergency housing to families for up to 45 days.
- *Phase 4, completed in 2014* – Cabrillo Gateway housing includes 80 permanent supportive housing for families. Also included during this phase was renovation of the Urban Forest, Soar Shed and new Facilities Maintenance Building.
- *Phase 5, completed in 2018* – Anchor Place, a 120-unit apartment building that includes housing for 75 homeless veterans. This phase also included a new Transit Center and the rehabilitation of the CVC Social Hall.
- *Phase 6, approved in 2020* – The Cove, a 90-unit apartment building providing housing for veterans is currently under construction.

CVC has developed into a supportive housing community campus that provides housing on any given night to over 1,500 persons. These include veteran and non-veteran individuals, families, youth, and children who are housed within CVC's robust continuum of supportive housing, ranging from shelter, to transitional housing, to permanent housing. CVC has partnered with more than thirty established service providers to procure these much needed services which include, case management, life skills training, substance abuse treatment, affordable child care, a homeless education program, an employment center, a career center, a food service program, and a VA medical clinic among and other services.

Current Zoning

The CVC Plan Area is located in the California State University Research and Technology Center/Villages at Cabrillo Long Beach Vets Planned Development District (PD-31), Subarea D. Subarea D promotes the adaptive reuse of the existing housing and supporting facility buildings for the express purpose of providing transitional housing and support services to the unhoused veterans and the unhoused population of the Long Beach metropolitan area. The Plan Area has been developed and redeveloped over the past 70 years. Existing land uses in the Plan Area are comprised of a combination of one- and two-story rehabilitated Naval housing and new one to five-story residential buildings, some having ground floor parking and ground floor amenities including service providers and community spaces. With the completion of the phased development, all unimproved parcels have been developed in the Plan Area. CVC is a community in transition as the initial housing stock consisted of the rehabilitated former Naval housing structures which make up half of the community's buildings while newer development has infilled the other half (Attachment B – PD-31).

Century Villages at Cabrillo Specific Plan (CVCSP)

Over the next ten years, CVC is seeking to redevelop portions of the community that consist of the former naval housing stock, transitioning the outdated structures to modern affordable housing and service facilities along with key site improvements. The

redevelopment efforts will be realized through the implementation of the CVCSP, which guide the services, housing, amenities, and programming for the Plan Area. The mix of development accommodated by the CVCSP will provide quality dwelling units for residents in need while hosting modern spaces for current and new social service providers, commercial uses, and community amenities. The CVCSP serves as the master plan for a residential community that includes emergency, bridge/transitional, and permanent housing with support services and amenities. The CVCSP regulates the Plan Area's allowable land use, circulation, open space, development standards, and provides the basis for the Leadership in Environmental and Energy Design– Neighborhood Development (LEED-ND) certification obtained by CVC in 2019 (Attachment C – Century Villages at Cabrillo Specific Plan).

Purpose of the Plan

The CVCSP is part of a collection of planning documents that will guide what services, housing, amenities and programming the Villages will provide effectively in the future. The CVCSP includes principals and goals to guide future development, programming and improvements that will occur in the Plan Area. These objectives will support the CVCSP's goals to support the current and future needs, challenges and opportunities for the area, guide redevelopment of antiquated building stock and available land, streamline the review and approval process for future phases of development, and provide certainty for government agencies, property owners, and developers.

Based on guiding principles and goals, the following objectives have been established for the proposed project:

- Integrate both new and rehabilitated residential development for the express purpose of providing transitional housing and support services to homeless veterans and the homeless population of the region.
- Allow for the long-term development and enhancement of the Century Villages at Cabrillo community to safeguard residents, meet the evolving needs of the community, and provide necessary support of resident's mental, physical, and emotional health.
- Enhance the safety, livability, and connectivity of the Century Villages at Cabrillo community.
- Guide redevelopment of an antiquated building stock and available land in order to accommodate increased demand for housing and services, while increasing efficiency.
- Develop enhanced and expanded open space and connectivity throughout the community to serve the needs of residents and employees.
- Provide housing and services near the West Long Beach Transit (LBT) Center and with a transit priority area consistent with statewide and regional goals to reduce vehicle miles traveled.
- Enhance the continued fiscal health, viability, and success of the Century Villages at Cabrillo community.

Organization of the Plan

Within the CVCSP document, eight sections provide the basis for the plan and the regulations that will govern future development in the plan area. These chapters include: 1) Introduction; 2) Context; 3) Community Voice; 4) Land Use and Development Standards; 5) Mobility and Streetscape; 6) Design Guidelines; 7) Infrastructure; and 8) Implementation.

Chapter 1 provides policy context for the CVCSP within the framework of the City of Long Beach General Plan. Key components related to the CVCSP include the Land Use and Urban Design Element, Housing, Air Quality and Mobility Elements. Chapter 2 provides context and describes the current conditions of the CVCSP planning areas as well as providing an historic setting for past uses and the evolution to the current state of the Villages at Cabrillo plan area. Chapter 3 discusses the extensive engagement process that included residents, stakeholders and service providers. This outreach effort articulated the consensus community voice related to the CVCSP.

Chapter 4 provides the land use and development standards of the CVCSP. This section provides the general vision and guiding principles for the interrelationship of land-use and open space in the plan area. Chapter 5 describes how the various phases of development are to be integrated through a shared circulation network and unified streetscape. Chapter 6 provides the Design Guidelines to create a harmonious physical environment.

Chapter 7 focuses on the general strategy for planning infrastructure improvements to serve future phases of development, including water, gas and electric service, stormwater management and telecommunications. The final section, Chapter 8, discusses the implementation process and timeline for executing the improvements within the plan, including building phasing and development parcels.

Land Use Districts

The CVCSP is divided into two main land use districts: Village Core and Village General, as shown in Figure 2 below. Village Core, centrally located in the Plan Area, will be developed with more active uses located closer to the existing Transit Center and main entrance while Village General will primarily serve as multi-family residential uses incorporating amenities, services and administrative uses. The Village Core will contain the primary administrative functions, commercial uses, and social spaces. The Village Core will have more intensive functions and denser development while the Village General area will have more passive uses lower scale development.

Figure 2 – Land Use Districts



Urban Strategies

The CVCSP includes four urban design strategies to help facilitate future development of the Plan Area:

- **Strengthen Linkages Strategy** – focuses on improving connectivity by standardizing streets, connecting walkway and bicycle networks, and extending the transit system.
- **Expand Hierarchy Strategy** – emphasizes strengthening the orientation, reinforcing building frontages, and organizing open spaces to maintain and enhance the sense of community.
- **Improve Efficiencies Strategy** – focuses on consolidating parking, increasing building height, and developing buildings with multiple functions to sustain growth and change in a built-out environment.
- **Productive Landscape Strategy** – emphasizes developing a harmonious and healthy mixed environment by relocating sensitive uses, expanding landscapes and gardens,

and developing infrastructure for sustainable water management and energy conservation and production.

Development Regulations

Development standards in the CVCSP provide regulatory guidance for new development projects to ensure that they meet a high standard of design and provide quality environments for residents, employees and visitors, while providing necessary flexibility for the programming and design of public and private investment in the Plan Area. For example, the CVCSP provides guidance as to the types of uses allowed in the Plan Area, balancing the need to ensure harmonious mix of uses, with flexibility to adapt to evolving needs of the community. Allowable uses generally include a variety of residential programs, social and clinical services, administrative applications, and neighborhood serving uses. Table 4.6A - Permitted Uses of the CVCSP provides a detailed list of permitted and discretionary uses.

As previously discussed, the two land use districts, Village Core and Village General, will be developed with different regulations consistent with the intent and intensity of the land use district. Development intensity for the Plan Area is guided by maximum floor area ratio and building heights, as show in Table 1 – Development Intensity Standards. The building heights correspond to those described in the LEED-ND certification documentation obtained by CVC to create consistent urban edges throughout the Plan Area.

Table 1
Development Intensity Standards

	VILLAGE CORE	VILLAGE GENERAL
Floor Area Ratio	4.0	3.0
Maximum Building Height	80' – 7 stories	60' – 5 stories
Minimum Lot Size	5,000 SF	5,000 SF
Minimum Dwelling Unit Size*	200 SF	200 SF

Building placement in the Plan Area will be guided by minimum and maximum setbacks requirements for streets, alleys, open space and adjacent property. Setbacks are measured from the back of the sidewalk, which is generally the development parcel boundary. Setbacks of new buildings will be consistent with the existing adjacent structures. Setbacks are not required for ground floor commercial uses and community amenities with the Village Core, but they are required for ground floor residential units with the Plan Area.

Vehicle and Bicycle Parking

Due to the expansive resources and amenities on-site, as well as the residents' limited access to private vehicles and easy access to quality public transit options, off-street parking for the residential development will mirror those of other Transit Oriented Districts and affordable

housing development. The Plan Area is served by a number of public transit lines, and contains the West LBT Center, or CVC Transit Center. There is currently a bus stop within the CVC campus at the Williams Street and River Avenue intersections. This bus stop serves the terminus of LBT Lines 171, 175, and 176. Additional transit service is available by the Torrance Transit with stops available on Pacific Coast Highway, located south of the Plan Area. Long Beach Transit also has additional Transit Lines (191 and 192) located east of the Plan Area on Santa Fe Avenue. Along with quality public transit and active transportation options, provisions for enhanced transportation management and shared vehicles will be provided to residents and on-site staff.

Automobile parking guidelines are included in the CVCSP. Affordable housing parking is proposed at 0.20 per dwelling for zero- to one-bedroom units and 0.50 for two+ bedroom units. Non-residential uses will range from one to two spaces per 1,000 SF of programming. These guidelines are advisory rather than requirements. As the demand for parking falls over time with the introduction of new technology and improved transit service or with specific residential populations that may need less parking, actual parking provided on individual projects may vary from the guidelines. Street parking is designed to augment assigned parking within those development, with flexibility to respond evolving demand throughout the day and week. Parking supply provided beyond those required within a proposed development can be credited to meeting parking demands of subsequent developments. Development within the CVCSP is required to provide electric vehicle charging facilities for all new development for at least three percent of the total parking spaces.

Substantial bicycle parking facilities will be necessary to support the needs of Villages at Cabrillo residents, visitors, and staff. The bicycle parking guidelines identify the necessary capacity for secured parking within each new development. Bicycle parking requirements for affordable housing units range from 0.20 for zero- to one-bedroom units and .50 for two+ bedroom units. Non-residential parking will range from one to two spaces per 1,000 SF. Unlike vehicular parking requirements, the imposition of bicycle parking is mandatory on every new project, however such parking may be offered in common areas of the campus rather than within the individual building or project.

Design Guidelines

Design guidelines are included in the CVCSP to regulate building form and design, frontages and urban edges, open space and landscaping, parking areas, signage and wayfinding, outdoor lighting, and environmental sustainability. The design guidelines are intended to promote quality design, consistent with the overall CVCSP vision, while providing a level of flexibility to encourage creative design. For example, open spaces are to be designed to avoid barriers and allow for accessibility to all residents in the Plan Area and the design of parking, utilities and service functions to be minimized to enhance walkability of the Plan Area. In addition, the LEED-ND certification provides detailed guidance for the CVCSP in relation to circulation, density, building placement and transportation management. Over time the implementation of the design standards will reduce on grade parking. The public realm will be enhanced by centralizing parking and wrapping parking garages with ground level programming that creates a vibrant pedestrian environment.

Amenities and Open Space

The CVCSP identifies new and enhanced amenities for current and future residents of the Plan Area. Some of the existing amenities will be realigned to better support the specific populations. Other new community amenities (such as convenience stores, cafeteria, weight room, faith services, etc.) will be developed to accommodate the growing need, including creating a dedicated senior center.

The Plan Area currently has approximately 0.11 acres (5,000 [SF]) of play area that will be area available to future residents. The play area consists of playground, shade structures, tetherball, and other amenities. Under the open space requirements of the CVCSP, the additional units will require the provision of 3.44 acres (150,000 SF) of new open space - 75,000 SF of outdoor common residential open space; 37,500 SF of indoor common residential space; and 37,500 SF of private residential open space. The open space network is designed to transition from the most public to most private with appropriate levels of activity and access. The exact configuration and location of open spaces will be established as part of each development. The open space standards are shown in Table 2 below.

Table 2
Open Space Requirements

	ON-SITE AREA REQUIRED
Residential Common – Outdoor	100 SF per dwelling unit
Residential Common – Indoor	50 SF per dwelling unit
Residential Private	50 SF per dwelling unit

Infrastructure and Utility Systems

The CVCSP includes infrastructure plans and utility systems that are necessary to serve existing development as well as the future development that will be accommodated by the CVCSP, including plans for mobility, drainage, water, wastewater, dry utilities (electricity, natural gas, and telecommunication services).

- *Mobility Plan* – A variety of mobility options on- and offsite will be provided. Internal streets and walking paths will be reconfigured and redesigned to improve vehicular and nonvehicular (active transportation) mobility throughout the Plan Area. The future mobility network emphasizes biking and walking as the primary mode of transportation within the Plan Area and public transportation beyond. Automobile movement will become more efficient while transitioning to be secondary to the active transportation network. Existing and future residents will also have access to public transportation provided by Long Beach Transit, which provides direct service with the Plan Area (CVC Transit Center). In addition, the CVCSP includes transportation demand management (TDM) measures to further

reduce parking demand and vehicles miles traveled (VMT), such as employee flexible work programs, subsidized transit passes, and carpool/carshare programs.

- *Vehicle Transportation* – Streets will be redesigned to improve pedestrian crossings and calm traffic speeds. Roadways will be designed to reinforce the 15-mile per hour speed limit utilizing traffic calming elements, such as curb extensions, landscaped medians, and enhanced crosswalks. Emergency egress will also be introduced to the north, east or western portions of the Plan Area. This will be in addition to the existing connections that exist at San Gabriel and River Avenues. There will be three street classifications within the Plan Area, Gateway Street – Williams Street serving as the primary entrance to the Plan Area and the Village Core having two travel lanes and on-street parking with wide sidewalk and a mix of tree wells and parkways; Neighborhood Street – San Gabriel Avenue, River Avenue and Willard Street comprise the Neighborhood Street. These streets provide primary vehicle access and have two travel lanes and on-street parking with sidewalks and parkways. Wellness Trail – these trails not only serve as emergency vehicle access routes, but also as transportation connections. They have separated Class I bike paths, walking trails, and jogging paths.
- *Active Transportation* – As discussed above, a network of wellness trails will be established throughout the Plan Area to encourage walking, jogging and biking. The wellness trails will provide a safe, separated active transportation network with limited vehicle interruptions.
- *Public Transportation* – The new West LBT Center, or CVC Transit Center, developed as part of the Anchor Place Development (Phase 5), began service in 2018. As part of the CVC Transit Center development, two existing LBT bus routes were rerouted into the Plan Area. In addition, the current transit access provided to CVC residents will be expanded through a vanpool program that connects residents to specific destinations off-site, including grocery stores, medical centers, or community events. This will be accomplished in collaboration with Long Beach Transit, service providers and community retailers. Car share could also be considered as the residential population expands.
- *Drainage Plan* – The existing drainage system in the Plan Area is private and consists of underground pipes, catch basins, and detention basins that manage the onsite stormwater. Under the CVCSP, aside from new drainage lines that would connect to individual sites, a system of sustainable stormwater management including catch basins, bioswales and retention/detention facilities will be developed to the Plan Area's unique drainage conditions.
- *Potable Water Plan* – The Long Beach Water Department (LBWD) provides potable water delivery service to the Plan Area. Future water system improvements would be designed and constructed in accordance with LBWD requirements and would require LBWD review and approval.

- *Wastewater Plan* – LBWD operates and maintains the City’s wastewater system and provides conveyance of wastewater privately collected in the Plan Area. Implementation of the CVCSP would require the construction of new sewer lines that connect to the exiting wastewater system.
- *Dry Utilities Plan* – All new electrical (Southern California Edison), natural gas (Long Beach Energy Resources Department), and telecommunication services (Frontier Communications) will be located in underground conduits and vaults or place in enclosed utility closets.

Green Building and Sustainability

Green building is the practice of designing, constructing and operating buildings to maximize occupant health and productivity, using fewer resources, reducing waste and negative environmental impacts, and decreasing lifecycle costs. Development projects accommodated by the CVCSP would be designed using applicable green building practices, including the most current Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11). Furthermore, the development standards and design guidelines included in the CVCSP are based on the gold LEED-ND certification documentation obtained by CVC in 2019. LEED is a national certification system developed to encourage the construction of energy and resource-efficient buildings and is a globally recognized symbol of sustainability achievement. The LEED – ND criteria include guidance in the CVCSP for matters related to circulation, density, building placement and transportation management. Past residential projects, such as Anchor Place and Cabrillo Gateway were both certified LEED Platinum for New Homes. As part of the LEED – ND requirements, all future development as part of the CVCSP would be required to be minimum LEED certified which includes additional design and construction considerations related to environmental sustainability. Some examples of such consideration include optimized building energy performance, solar orientation, indoor and outdoor water reduction and infrastructure energy efficiency.

Implementation

The CVCSP will guide the redevelopment of the portions of the campus that currently consist of the former navy housing stock, transitioning the collection of antiquated structures and underutilized areas to modern affordable housing and service facilities along with key site improvements. Specifically, the implementation of the Plan involves the demolition of 235 existing dwelling units, 10,030 SF of amenities, 10,200 SF of educational uses and 7,250 SF of administrative and supportive services, and the removal of 155 parking spaces. New development under the CVCSP will include 750 supportive housing units, 77,000 SF of amenities, 15,000 SF of educational uses, 17,000 SF of commercial and retail uses, 48,000 SF of administrative and supportive services, and 460 parking spaces. Accordingly, buildout of the CVCSP will result in a total of 1,380 supportive housing units, 79,350 SF of amenities, 15,000 SF of educational uses, 22,850 SF of commercial and retail uses, 67,050 SF of administrative and supportive services, and 825 parking spaces. See the Program Tabulations below.

Program Tabulations

	PROGRAM EXISTING	PROGRAM TO REMAIN	PROGRAM TO REMOVE	PROGRAM TO ADD	PROGRAM COMPLETED
Residential Units	865 DU	630 DU	235 DU	750 DU	1,380 DU
PROGRAM					
Amenities - Indoor	12,380 SF	2,350 SF	10,030 SF	77,000 SF	79,350 SF
Education	10,200 SF	0 SF	10,200 SF	15,000 SF	15,000 SF
Commercial/Retail	5,850 SF	5,850 SF	0 SF	17,000 SF	22,850 SF
Services/Administration	26,300 SF	19,050 SF	7,250 SF	48,000 SF	67,050 SF
Residential and Other	580,340 SF	481,780 SF	98,560 SF	1,301,597 SF	1,783,377 SF
Total Non-Residential	54,730 SF	27,250 SF	27,480 SF	157,000 SF	184,250 SF
Total Program Area	635,070 SF	509,030 SF	126,040 SF	1,458,597 SF	1,967,627 SF
PARKING					
Commercial/Retail	73 PS	38 PS	35 PS	126 PS	164 PS
Services/Administration	6 PS	6 PS	0 PS	17 PS	23 PS
Blended Residential	433 PS	315 PS	118 PS	375 PS	690 PS
Total Parking Required	511 PS	359 PS	152 PS	518 PS	877 PS
Provided Parking Stalls	520 PS	365 PS	155 PS	510 PS	875 PS

General Plan Consistency

Century Villages at Cabrillo CVCSP conforms to the general goals, policies, and designations of the City's General Plan Land Use Element (LUE), adopted by the City Council in 2019. The plan area is located within page 8 of the LUE Map. The PlaceType of the Plan Area pursuant to the General Plan Land Use Map is Regional Serving Facility (RSF). RSF's are those facilities, businesses and operations that not only serve the City, but also the region. Public-serving uses, such as the Century Villages at Cabrillo Plan Area, are consistent with the uses allowed by the LUE.

The CVCSP also advances LUE goals, including Sustainable Planning and Development Practices (Goal No. 1), new developments will be more compact to create walkable environments, allow for orderly development and flexibility to grow, fully integrate land and mobility planning and encourage all development to be more environmentally sustainable, promote compact development and higher density development, encourage walkable and bicycle-friendly environments; Accommodate Strategic Growth and Change (Goal No. 3), promote regional-serving uses, create new transit-oriented development, and promote infill and redevelopment to support transit; Diversify Housing Opportunities (Goal No. 5), allow a variety of housing types, encourage housing opportunities, services and amenities for all income levels, age groups and household types, establish clear rules and locations for special housing types, such as congregate care, assisted living, senior housing and housing with supportive services. Further, the CVCSP conforms to and furthers the goals of the General Plan's Urban Design Element, by requiring high-quality development, sustainable design, and serious architecture, as well as creating complete streets and a pedestrian- and bike-friendly mobility environment.

The CVCSP also conforms to the General Plan's Mobility Element through its plan for Infrastructure improvements that are planned, maintained and operated consistent with the

principle of complete streets, active living, and sustainable community design. Goal No. 1 of the Mobility Element is to create and efficient, balanced, multimodal mobility network; this includes establishing a network of complete streets, reconfiguring existing streets to emphasize modal priorities, strategically improving circulation, reducing the environmental impacts of the transportation system, and managing the supply of parking, all of which are achieved through the CVCSP's development standards and guidelines. Furthermore, the vision for the future of the City's transportation system includes, flexible, convenient, affordable, and energy-efficient transportation options, mobility practices that maintain and enhance safety while strengthening community, sense of place, urban design and the natural environment, and land use planning integrated with a multimodal mobility network, providing people with options to choose various forms of convenient transportation. The CVCSP is consistent with the overall goals of the Mobility Element including the associated addendums comprised of the Green TI Plan for the Terminal Island Freeway, Bicycle Master Plan and CX3 Pedestrian Plan.

The CVCSP conforms to the City's Housing Element in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household income levels. The CVCSP promotes redevelopment of antiquated structures and underutilized areas for a mix of development, which would provide quality dwelling units for residents in need while hosting modern spaces for current and new social service providers, commercial uses, and community amenities.

The CVCSP conforms to the Housing Element's goal to provide increased opportunities for the construction of high-quality housing (Goal No. 1), through policies that facilitate the development of affordable housing by streamlining the approval process for projects with substantial levels of affordable housing, encourage residential development along transit corridors, establish and maintain partnerships with nonprofit organizations, affordable housing builders, and for-profit developers, to provide greater access to affordable housing funds; mitigate government constraints to housing investment and affordability (Goal No. 2), through examining existing land use policies and regulations that impact housing construction, standardize review policies to streamline permitting, and provide for timely and coordinated processing of development projects and associated environmental clearances to minimize project-holding costs; provide housing assistance and preserve publicly assisted units (Goal No. 3); address the unique housing needs of special needs residents (Goal No. 4); retain and improve the quality of existing housing and neighborhoods (Goal No. 5) by encouraging place-based strategies for neighborhood planning and improvements that incorporate biking, pedestrian, and public transit connections; and ensure fair and equal housing opportunity (Goal No. 6).

Required Approvals and Recommendation

The Planning Commission is the advisory body to the City Council on legislative matters. In order to enact this CVCSP, the following entitlements and approvals are required by the City Council:

- Certification of the EIR, and adoption of the accompanying Mitigation Monitoring and Reporting Program, CEQA Findings of Fact and Statement of Overriding Considerations;
- Adoption of a resolution to enact the CVCSP;
- Adoption of a Zone Change by ordinance to designate the CVCSP area on the Use District Map (commonly called the Zoning Map);
- Adoption of a Zoning Code Amendment by ordinance to amend the boundaries of PD-31 (California State University Research and Technology Center/Villages at Cabrillo Long Beach Vets Planned Development Plan) to remove Subarea D from PD-31 and include it within the boundaries of the proposed CVCSP Area.

Staff recommends that the Planning Commission recommend that the City Council certify the Environmental Impact Report (EIR) and adopt the accompanying Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and Statement of Overriding Considerations; enact the CVCSP; approve the Zone Change; and approve the Zoning Code Amendments to amend the PD-31 boundaries. Staff has made positive findings for the Zone Change as required by the Zoning Regulations (Attachment D – Findings).

PUBLIC HEARING NOTICE

A total of 933 notices of public hearing were distributed on August 12, 2022, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code (LBMC). Additionally, a 1/8th page notice of public hearing was published in the Long Beach Press-Telegram on August 17, 2022, in accordance with the requirements of Chapter 21.21 of the LBMC. The Draft/Final EIR are on file and available for review on the Development Services Department, Planning Bureau's website at <http://www.longbeach.gov/lbds/planning/environmental/reports/>. Copies of the Final EIR are also available during operating hours at the Planning Counter, 3rd floor of City Hall, the Billie Jean King Main Library, 200 West Broadway, Long Beach and the Michelle Obama Neighborhood Library, 5870 Atlantic Avenue, Long Beach. Staff has no public comments in response to this notice at the time the report was prepared. Any comments received following the preparation and publication of this report will be forwarded to the Planning Commission as they are received.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, an EIR, (SCH No. 2020010387) (Attachment E – Draft EIR-05-19, and Appendices A through J) was prepared for the proposed project. The City is the Lead Agency under CEQA.

The Notice of Preparation (NOP) was circulated for a 30-day public review period from January 28, 2020 to February 26, 2020. A public scoping meeting for the EIR was held on February 5, 2020, from 5:00 pm to 7:00 pm at the Century Villages at Cabrillo, Social Hall, 2001 River Avenue, Long Beach, CA 90810. Six comment letters were received during the NOP public review period, and seven written scoping meeting comments were received during the scoping meeting. These comments expressed concern about a variety of potential impacts, including air quality, land use, and traffic. During this NOP comment period, the City received written

comments from the State Clearinghouse, Native American Heritage Commission (NAHC), South Coast Air Quality Management District (SCAQMD), Southwest Regional Council of Carpenters, Los Angeles County Sanitation Districts (LACSD), California Department of Transportation (Caltrans) – District 7. The purpose of this comment period was to allow the public and responsible agencies the opportunity to provide suggestions on the scope of analysis and environmental issues to be addressed in the EIR.

The Notice of Availability (NOA) and Draft EIR were made available for public comment during a 45-day public review and comment period that started on June 18, 2021 and ended on August 2, 2021. During this Draft EIR comment period, the City received four written comments from City of Long Beach Energy Resources Department, LACSD, California Department of Fish and Wildlife (CDFW), and Caltrans – District 7. Issues raised in these comment letters addressed minor corrections to update references to the “City of Long Beach Energy Resources Department” and clarification of analysis included in the Draft EIR (City of Long Beach Energy Resources Department), average daily wastewater generation, treatment quantities and updated reference to the water reclamation plant as the Joint Water Pollution Control Plant (LACSD), potential impacts on Monarch Butterflies, nesting birds and bats (California Department of Fish and Wildlife), and potential traffic impacts to the regional transportation system (Caltrans). All issues raised in the Draft Program EIR comment letters have been adequately addressed in the Final EIR (Attachment F – Final EIR-05-19), which determined that no new significant environmental impacts or issues were raised in the comment letters that would require a recirculation of the Draft EIR.

The EIR MMRP, which is included with the Final EIR, is designed to ensure compliance with adopted mitigation measures during project buildout. While mitigation measures have been proposed to reduce the level of environmental impacts, the Final EIR identified certain impacts that would remain significant, unavoidable, and adverse even after all feasible mitigation measures have been incorporated into the project. These environmental impacts involve conflict with short-term construction related air quality, greenhouse gas emissions (GHG), and construction related noise. Due to these significant unavoidable adverse impacts, certification of this Program EIR requires approval of a Statement of Overriding Considerations (SOC) that determines the project’s economic, legal, social, and/or technological benefits would outweigh the unavoidable adverse environmental impacts, and the adverse impacts may be considered acceptable.

The EIR evaluated two Alternatives to the proposed project to determine if the alternatives could feasibly meet most of the project objectives while avoiding or substantially lessening significant project impacts. The Alternatives considered were the No Project Alternative and Reduced Project Alternative. Based on the analysis provided in the Draft EIR, the No Project Alternative was determined not to meet project objectives. The Reduced Project Alternative (reduce the development intensity by 10 percent) would reduce but not eliminate significant and unavoidable impacts associated with air quality and noise compared to the proposed CVCSP. The CVCSP’s significant and unavoidable GHG impact would be eliminated under this alternative. Impacts related to aesthetics, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, transportation, and utilities and service systems would

remain the same as or slightly reduced compared to the CVCSP. The reduced intensity alternative would meet the CVCSP's objectives, but not fully implement the potential of the CVCSP and leaving out much needed opportunities for additional housing and services for both the Century Villages at Cabrillo community and the unhoused population of the Long Beach metropolitan area. For the reasons stated above and the Statement of Overriding Considerations (Attachment G – CEQA Findings of Fact Regarding the Final Environmental Impact Report EIR-05-19), the City has considered the information contained in the record of administrative proceedings on the Proposed Project, and has weighed the above-outlined benefits of the Proposed Project against the unavoidable adverse environmental impacts identified in the Final EIR.

The preparation and public availability of this EIR has been carried out in compliance with the provisions of CEQA and the CEQA Guidelines, and staff therefore recommends that the Planning Commission recommend the City Council certify the EIR-05-19 and find that no further environmental analysis is required under CEQA.

Under Assembly Bill 2162 (AB 2162), the CVCSP would qualify for ministerial approval. AB 2162 establishes Government Code Section 65650 et seq., which requires that local agencies allow supportive housing as a use by right in zones, including nonresidential zones, where multifamily and mixed uses are permitted if the proposed housing development meets the criteria of AB 2162. This project meets the criteria; therefore, the City has a ministerial duty, and thus CVSP would not be subject to CEQA. However, in an effort to be thorough an EIR has been prepared. (Attachment H – Century Villages at Cabrillo Specific Plan Compliance with Assembly Bill 2162 Memorandum).

Respectfully submitted,



ANITA JUHOLA-GARCIA
PROJECT PLANNER



ALEXIS OROPEZA
CURRENT PLANNING OFFICER



CHRISTOPHER KOONTZ, AICP
ACTING DIRECTOR OF DEVELOPMENT SERVICES

CK:AO:AJG

CHAIR AND PLANNING COMMISSIONERS

September 1, 2022

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Attachments: Attachment A – Vicinity Map
Attachment B – California State University Research and Technology Center/Villages at Cabrillo Long Beach Vets (PD-31)
Attachment C – Century Villages at Cabrillo Specific Plan
Attachment D – Findings
Attachment E – Draft EIR-05-19
Attachment F – Final EIR-05-19 and MMRP
Attachment G – CEQA Findings of Fact Regarding the Final Environmental Impact Report for the Century Villages at Cabrillo Specific Plan Program EIR-05-19
Attachment H – Century Villages at Cabrillo Specific Plan Compliance with Assembly Bill 2162 Memorandum