

March 19, 2020

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Determine that the project is within the scope of the previously-certified Supplemental Environmental Impact Report for the Civic Center Project (SCH#2015041054) and that no further environmental analysis is needed; and

Approve Site Plan Review SPR19-035 for construction of a residential mixed-use development consisting of 580 dwelling units in two eight-story buildings (290 units each) and up to 40,000 square feet of retail and restaurant space, with two full levels of subterranean parking and two partial levels of at-grade and above-grade parking, for a total of 885 parking stalls; and

Approve a Vesting Tentative Tract Map VTTM19-003 to create two master ground lots and 13 airspace lots, on a 4.59-acre site located at 321 West Ocean Boulevard and 121 Cedar Avenue, in the Downtown Plan (PD-30) Planned Development District, at the site of the former Long Beach City Hall.

APPLICANT: Bob Linder for JPI Development, LLC
 12250 El Camino Real, Suite 380
 San Diego, CA 92130
 (Application No. 1908-14)

DISCUSSION

The project is located on the 4.59-acre site of the former Long Beach City Hall at 333 West Ocean Boulevard, bounded by Ocean Boulevard on the south, Chestnut Avenue on the west, the City's Broadway Garage parking structure on the north, and the future extension of the Cedar Avenue right-of-way on the east (Exhibit A – Location Map). The project site is located within the Downtown Plan (PD-30) Planned Development District and has a General Plan Land Use Element PlaceType of Downtown (DT).



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Background

On December 15, 2015, the City Council approved the Civic Center Project, and certified the Civic Center Project Supplemental Environmental Impact Report (SEIR) (SCH#2015041054) (Exhibit B – Civic Center SEIR), which tiered off the Downtown Plan Program EIR (SCH#2009071006). The Civic Center Project approval consisted of three development sites: the Civic Block, the Center Block, and the Library-Lincoln Park Block. The Civic Block is now fully built out and is home to the new City Hall and Port of Long Beach Administration Building. The City's new Main Library has been completed on the Library-Lincoln Park Block, while development of the new Lincoln Park is still in the design stages. The Center Block (also referred to as Mid-Block), located between the Civic Block and Library-Lincoln Park Block, contains the former City Hall building and grounds, and is the site of this proposed project. The rights to the property are now held by JPI Development, LLC, as part of the public-private partnership with the Plenary Group, the City's partner in the overall Civic Center project. JPI is the developer and applicant for the requested approvals.

Project Proposal, Design, and Development Standards

The developer proposes to demolish the former City Hall building and all other improvements, clear the site, and construct two new eight-story buildings, the North Building and South Building, which will contain 290 dwelling units each, for a total of 580. The buildings also will contain ground-floor space for retail and restaurant tenants, with 9,750 square feet in the North Building, and 25,650 square feet in the South Building. Each building will have a two-level subterranean parking structure, combined with a smaller at-grade parking garage for each building, and one second-story parking garage for the north building. Across the site, parking will total 885 stalls (Exhibit C – Plans).

The buildings are oriented on an east-west axis with a 60-foot-wide pedestrian paseo separating them. This paseo is aligned with the new Civic Center plaza and will align with the future extension of this paseo into the new Lincoln Park. Four retail spaces, ranging from 3,900 to 6,400 square feet, make up the primary building frontage on both sides of this paseo, with a fifth grocery retail space of 12,500 square feet located on the corner of Ocean Boulevard and Cedar Avenue. Each building has a leasing lobby, building utility spaces, and a level of at-grade parking making up the balance of the ground floors. The North Building features nine two-level live/work townhomes at the ground and second-floor levels, with five units on the east elevation and four units on the west elevation. The North Building also contains a second level of parking above grade, plus the upper levels of the nine townhomes, and other utility and open-to-below space for the ground floor retail. In the South Building, the second level is composed entirely of utility and open-to-below spaces. At the third level, both buildings feature a large interior courtyard surrounded by the first full level of residential units. Each courtyard deck includes a pool, and fitness/amenity space. The remainder of the levels on both buildings, four through eight, is composed of residential flats, with a sky deck feature at the southeast corner of each building at the eighth level.

The project is required by the *Mid-Block Site Conveyance Agreement Between the City of Long Beach and Plenary Properties Long Beach LLC* ("Agreement") to include ten

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percent (10%) of the total number of dwelling units (58 out of 580) as affordable housing units at the Moderate Income (80%–120% AMI) level. As is typical for affordable units, the City will require that these units are covenanted for a 55-year term of affordability with annual monitoring conducted to ensure compliance. The developer also has agreed to provide the following community benefits:

- Promoting workforce housing for teachers, to include up to 100 units for teachers (inclusive of the 58 required affordable units) through offering leasing opportunities, one month free rent and waivers of deposit and application fees, and honoring of any additional rental concessions offered at the same time;
- Promoting public transit for the teachers' units by providing the 100 teacher units with a \$200 annual transit credit that can be applied to a Long Beach Bike Share pass or a Long Beach Transit Pass for up to 10 years;
- Allowing community use opportunities on the 1st Street promenade without charge, subject to event permitting by the City;
- Providing approximately 1,000 square feet of ground floor tenant space on the Ocean Blvd. frontage free of charge for public, educational, art, or non-profit use;
- Provision of 24/7 active security patrols throughout the project site; and
- Provision of tenant space for an approximately 12,000-square foot full-service grocery/market in project's ground floor commercial space, with the developer required to make every effort to secure a grocery/market tenant for this space.

The average typical unit mix is shown for each building in the tables below:

North Building

Unit type	No. of subtypes	Average sq. ft.	Total No. of units	Percent of unit mix
Studio	3	570	57	20%
1 Bedroom	6	763	179	62%
2 Bedrooms	4	1,265	45	15%
Townhomes	2	1,036	9	3%
Total		811	290	100%

South Building

Unit type	No. of subtypes	Average sq. ft.	Total No. of units	Percent of unit mix
Studio	2	600	61	21%
1 Bedroom	5	775	191	66%
2 Bedrooms	5	1,348	38	13%
Townhomes	(none)			0%
Total		814	290	100%

The two proposed eight-story buildings, each approximately 85 feet tall, are designed in a contemporary style, primarily using colored metal as the main exterior cladding materials, in conjunction with some areas of smooth plaster. The design features high-quality architectural metals, windows, accents, and other finish items. The City has engaged an architectural peer review on the proposed building design to ensure that it is of the highest quality due to the prominence of the site and its integral position in the middle of the Civic Center. The applicant has submitted several iterative redesigns of the

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project in response to comments received from the peer reviewer and the Department of Development Services.

The Downtown Plan specifies the development standards required for residential dwelling units, as well as commercial development and overall site development standards. A minimum of 20% of common outdoor open space for the residents is required: 11,701 square feet for the North Building, 11,622 square feet for the South Building. More than the 20% minimum is provided: 13,730 square feet for the North Building and 12,434 square feet for the South Building. Each building also must be provided with at least 500 square feet of common indoor amenity space. This requirement is exceeded as well, with 3,097 provided for the North Building, and 2,721 for the South Building. For private open space, at least 50% of the units must be provided with some form of private outdoor open space, typically as a balcony. For the North Building, 187 units (64%) are provided with a balcony; for the South Building, 147 units (51%) have a balcony. The required minimum unit size is 600 square feet; this is exceeded for every residential unit, and average unit sizes are 811 square feet for the North Building and 814 square feet for the South Building. Maximum floor area ratio (FAR) is limited to 8.0 for both buildings; the proposed FAR for both the North and South Buildings is 5.29. Maximum building height for this area of the Downtown Plan, known as the Height Incentive Area, is 240 feet. The proposed buildings both have a maximum height of approximately 85 feet, well under the limit.

Required parking under the Downtown Plan for both automobiles and bicycles is shown in the tables below. Final parking numbers are rounded up to the nearest whole number of parking stalls.

North Building

Type	Quantity	Rate	Amt. Required	Amt. Proposed
Res. Units	290 units	1 per unit	290	344
Res. Guest	290 units	1 per 4 units	72.5	48
Commercial	9,750 sq. ft.	1 per 1,000 sq. ft.	9.85	39
North Subtotal	-	-	372.35	431

South Building

Type	Quantity	Rate	Amt. Required	Amt. Proposed
Res. Units	290 units	1 per unit	290	328
Res. Guest	290 units	1 per 4 units	72.5	23
Commercial	25,650 sq. ft.	1 per 1,000 sq. ft.	25.8	103
South Subtotal	-	-	388.30	454

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Totals for Both Buildings

Type	Quantity	Rate	Amt. Required	Amt. Proposed
Res. Units	580 units	1 per unit	580	672
Res. Guest	290 units	1 per 4 units	145	71
Commercial	35,400 sq. ft.	1 per 1,000 sq. ft.	36	142
Total	-	-	761	885
Parking sharing			Credit amount	Used amount
Commercial that may be shared with res. guest parking	142	50%	71	-71
Excess res. unit parking to supply res. guest deficit	92	-	92	-3
Actual non-shared guest parking stalls to be provided	-	-	-	71

Bicycle Parking

Type	Quantity	Rate	Amt. Required	Amt. Proposed
Res. Units	580	1 per 5 units	116	116
Commercial	35,400	1 per 7,500 sq. ft.	5	5
Total	-	-	121	121

For automobile parking, the applicant currently proposes to provide 885 stalls, a substantial surplus over the code requirement. While the current plans show 35,400 square feet of commercial space, the Civic Center master plan approved up to 40,000 square feet of retail for the Center Block component (this project). An increase from 35,400 square feet of retail to 40,000 square feet would require an additional 4 parking spaces, well within the surplus number of stalls proposed by the applicant. For bicycle parking, the required residential bike parking is provided in the B1 level of the proposed parking garage, with the commercial bike parking provided in front of the retail spaces on the pedestrian paseo.

The developer also has applied for a Vesting Tentative Tract Map (VTTM) to subdivide the subject property from the larger parcel held by the City of Long Beach at the site of the old Civic Center and establish proper right-of-way widths for Chestnut and Cedar Avenues (Exhibit D – Vesting Tentative Tract Map No. 82912). Chestnut Avenue was reconnected from Broadway to Ocean Boulevard after nearly 40 years of closure, following completion of the new City Hall and Port of Long Beach Administration Building located on the new Civic Block. Similarly, Cedar Avenue will be reconnected between Broadway and Ocean as part of this project. The existing project site (smaller than the overall City parcel) is 4.59 acres; following required street dedications, 3.30 acres of

project site will remain under the applicant's ownership. The current parcel containing the project site also contains other City facilities: Lincoln Park, the Broadway Garage parking structure, the Lincoln Garage parking structure, the new Billie Jean King Main Library, the Police Department headquarters building, and Fire Station No. 1. This parcel will be subdivided to create two master ground lots, one for the North Building and one for the South Building, with 13 airspace lots for the various retail tenant areas, parking areas, live/work units, and the residential areas of each building. This VTTM does not include an airspace subdivision for individual residential condominiums to be offered for sale. The remainder of the large City-owned parcel home to the above-mentioned City facilities will remain under City ownership.

Entitlements and Recommendation

The applicant is requesting two entitlements, in addition to the finding that no further CEQA analysis is required. These entitlements are discussed individually below.

- **Site Plan Review:** Site Plan Review is the main entitlement for the physical development of the project, consisting of review and approval of the site plan, programming, building design and architecture, and compliance with the General Plan and zoning standards. Staff finds that the design is harmonious, consistent and complete within itself and is compatible in design, character and scale, with neighboring structures and the community in which it is located; the design conforms to the Downtown Plan (PD-30) design guidelines and the General Plan; the design will not remove significant mature trees or street trees, unless no alternative design is possible; there is an essential nexus between the public improvement requirements established by this ordinance and the likely impacts of the proposed development; the project conforms with all requirements set forth in Chapter 21.64 (Transportation Demand Management), and that the approval is consistent with the green building standards for public and private development, as listed in Section 21.45.400.
- **Vesting Tentative Tract Map:** The Tentative Map entitlement will begin the process of subdividing the project site from the City-held parcel on which it is located, as well as establishing correct right-of-way widths for the sections of Cedar Avenue and Chestnut Avenue adjacent to the project site. Staff finds that the proposed map is consistent with the General Plan; the design and improvement of the proposed subdivision is consistent with the General Plan; the site is physically suitable for the type of development; the site is physically suitable for the density of development; the design of the subdivision and proposed improvements will not cause substantial environmental damage or substantial and avoidable injury to fish and wildlife or their habitat; the design of the subdivision and type of improvement is not likely to cause serious public health or safety problems; and, the design of the subdivision and 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.

Staff recommends that the Planning Commission approve the above entitlements. These analyses and recommendations are presented in further detail in the findings for the

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project entitlements (Exhibit E – Findings). Staff has included appropriate conditions of approval to ensure the proposed project will be consistent with the requirements of the findings and will operate without negative impacts upon the surrounding community (Exhibit F – Conditions of Approval).

PUBLIC HEARING NOTICE

A 1/8th page notice of public hearing was published in the Long Beach Press-Telegram on February 5, 2020, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code. The agenda item was continued from the February 20 meeting to the March 5 meeting. However, prior to the March 5 meeting, the item was rescheduled to the March 19 meeting. A new notice of public hearing was published in the Long Beach Press-Telegram on March 4, 2020, for the March 19 meeting. No public comments were received at the time the report was prepared.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Supplemental Environmental Impact Report (SEIR) was prepared for the Civic Center Project (SCH#2015041054), which tiered off the Downtown Plan Program EIR (SCH#2009071006). Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162, the proposed project has been analyzed in accordance with the Civic Center Project SEIR and will not result in any new significant impacts upon the environment, or any impacts greater than those analyzed in the Civic Center Project SEIR. A CEQA statement of support and environmental compliance determination has been prepared to document this finding (Exhibit G – CEQA Statement of Support/Environmental Compliance Determination for Mid-Block Project). Therefore, no further environmental review is necessary. The project will be subject to the Mitigation Monitoring and Reporting Program adopted with the Civic Center SEIR, which established 65 mitigation measures that apply to the overall Civic Center Project, including the Mid-Block development that is the subject of this request. These mitigation measures pertain to aesthetics, air quality, cultural resources, geology and seismicity, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, traffic and circulation, utilities and service systems, and one other mitigation measure regarding the fumigation of the old City Hall building.

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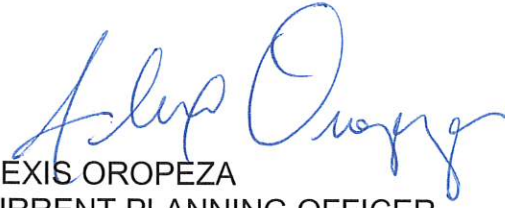
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Respectfully submitted,



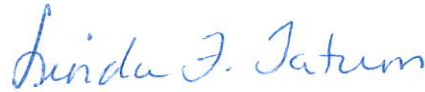
SCOTT KINSEY, AICP
PROJECT PLANNER



ALEXIS OROPEZA
CURRENT PLANNING OFFICER



CHRISTOPHER KOONTZ, AICP
PLANNING BUREAU MANAGER



LINDA F. TATUM, FAICP
DIRECTOR OF DEVELOPMENT SERVICES

LT:CK:AO:SK

Attachments: Exhibit A – Location Map
 Exhibit B – Civic Center SEIR
 Exhibit C – Plans
 Exhibit D – Vesting Tentative Tract Map No. 82912
 Exhibit E – Findings
 Exhibit F – Conditions of Approval
 Exhibit G – CEQA Statement of Support/Environmental
 Compliance Determination for Mid-Block Project