

March 16, 2023

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Adopt Mitigated Negative Declaration (MND08-22) and approve Site Plan Review (SPR 21-025) for a Long Range Development Plan, Vesting Tentative Parcel Map (VTPM 22-005), and General Plan Conformity Certification (GPC 23-001) for the three-phased expansion at the existing Holy Innocents school site, including the construction of a new school building, new church, rectory, parish office, and new school gymnasium at 2500 Pacific Avenue in the Institutional (I) Zoning District and in the Midtown (SP-1) Specific Plan. (District 6)

APPLICANT:

G. Peter Irving
c/o Lindsay Ortega, AICP with Sagecrest Planning + Environmental
425 E. 20th Street
Long Beach, CA 90806
(Application No. 2105-11)

DISCUSSION

The applicant proposes to expand the operations of an existing elementary school (Holy Innocents School) at 2500 Pacific Avenue, a 2.31-acre site. The existing Holy Innocents parish church is located at 425 E. 20th Street in Long Beach and includes an on-site rectory and convent, as well as a church. The applicant seeks to create a cohesive parish campus at the 2500 Pacific Avenue site by proposing to construct a new church, rectory, school building, school gymnasium, parish office, and convent with a total of 93 on-site parking spaces at the existing Holy Innocents Parish School site.

The project site is located on the east side of Pacific Avenue between West 25th Street to the south, and Willow Street to the north. There is an unnamed 18'-wide alley along the eastern property line and a 20' east/west alley that runs parallel to Willow Street, accessed from Pine Avenue to the east. The project is subject to a 1'-wide public works dedication to widen the 18'-wide alley (Attachment A – Vicinity Map).



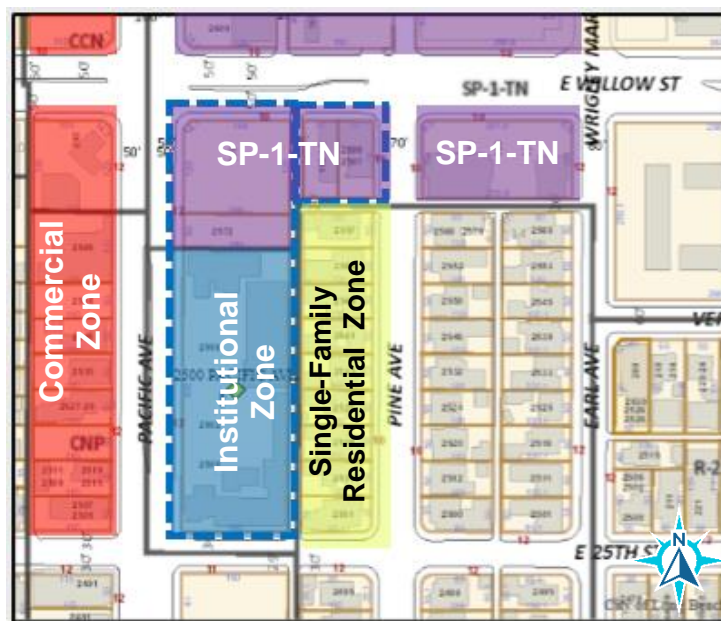
The project site, which includes a total of five parcels, is currently improved with a commercial office building in the northeast corner of the site, a surface parking lot, three one-story wood structures, a metal overhang, existing playground, parish hall building, a seven-bedroom convent, school office building, and an elementary and middle school, which currently offers education for grades Transitional Kindergarten (TK) - 8th grade.

The project site is located both in the Institutional (I) Zone and in the Transit Node Low District of the Midtown Specific Plan (SP-1-TN). The PlaceTypes for the project site are Neighborhood-Serving Center or Corridor – Low (NSC-L) for the portion of the project site within the I Zone, and Transit Oriented Development – Low (TOD-L) for the portion of the project site in SP-1-TN. According to the General Plan Land Use Element (LUE), the NSC-L PlaceType benefits the surrounding community by promoting or reinforcing a neighborhood's unique identity, accommodating daily retail and service needs, focusing on healthy goods and services, enhancing pedestrian and bicycle connections to neighborhoods, providing community gathering places and providing convenient access to transit. The TOD-L PlaceType encourages mixed-use and commercial buildings, apartments, condominiums, and community-serving commercial uses. A mix of commercial uses is encouraged to meet consumers' daily needs for goods and services, including restaurants with outdoor dining, cafes, retail shops, grocery stores and other uses that support a pedestrian-friendly, active streetscape and accommodate transit riders.

This site is adjacent to single-family residential properties to the east, across the 18'-wide alley; surrounded by medical/professional offices to the west across Pacific Avenue; a retail strip center and fast food to the north across Willow Street; and a church to the south across 25th Street. Zoning designations surrounding the project site include SP-1-TN to the north and northeast, R-1-N (Single-Family Residential) to the east, Commercial Neighborhood Pedestrian (CNP) to the south, and CNP and Community R-4-N (CCN) to the west. The adjacent uses are typical within their specific zoning district and are described in Table 1.

Table 1: Uses Adjacent to the Subject Site

Location	Zoning Designation	Land Use
North	SP-1-TN	Retail strip center and fast-food establishment
East	SP-1-TN and R-1-N	Retail and office and single-family residential
South	CNP	Church
West	CNP and CCN	Medical/professional office

Figure 1: Zones Adjacent to Project Site

The site is served by Long Beach Transit which has a stop (Bus Line 182) near the northeast corner of Pacific Avenue and West 25th Street. Along the northern part of the project site, the project is serviced by a high-volume bus stop (Bus Lines 101, 102, 103, and 104). The closest freeway ramp is at Willow Street and the Interstate 710, about a mile and a half northwest. Vehicular site access will be provided with entrance through a 24'-wide driveway located off of Willow Street and exit off of Pacific Avenue.

Project Description

The project will consist of three phases. Each phase will be distinct and complete before the start of the subsequent phase.

Phase 1: The first phase entails demolition of three one-story wood structures, a metal overhang, the existing playground, and 27 parking stalls. New construction during Phase 1 would include a 19,378-square-foot two-story school building consisting of seven classrooms (three elementary classrooms on the first floor and four high school classrooms on the second floor), administration space, and a library. Changes to the existing school building consist of removal of the existing single-story entrance and demolition of existing office and faculty rooms on the first floor. The rest of the existing school building will be maintained as part of the project and will provide eight elementary school classrooms.

The existing parish hall and convent would remain during this phase.

Phase 2: The second phase entails demolition of the parish hall located near the east property line and the corner commercial office building located to the northeast across the existing alley.

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A single-story gymnasium of 9,414 square feet would be constructed in place of the existing commercial office building. The gymnasium would include a small kitchen, stage, and restrooms.

Phase 3: The third and final phase involves the demolition of the 5,193-square-foot seven-bedroom convent and the 1,100-square-foot single-story school office. Construction during this phase would include construction of a 19,532-square-foot church, a 3,433-square-foot two-story rectory, a 3,298-square-foot two-story convent, and a 1,680-square-foot two-story parish office.

In this phase, a total of 91 parking spaces are provided including 89 spaces in the interior on-site surface parking lot, an additional two parking spaces are provided within two single-car garages located within the rectory and convent, plus two loading spaces for trucks for a grand total of 93 spaces on the site (Attachment B – Phasing Plan).

Proposed Operations

The parish school currently offers education for grades TK – 8th. The new school building will enable the parish school to include instruction for 9th through 12th grades. There will be 22-23 students in each grade level; collectively, the student body will be made up of roughly 315 students, 16 teachers, six aids, two facility staff, one main office secretary, and one business office staff.

The proposed gymnasium will hold a range of events including basketball, volleyball, physical education class, theater, parent/community meetings and events, dances and will be used for general cafeteria use.

The proposed church will hold weekday masses at 8:00 AM and 7:00 PM, with confessions at 6:00 PM. Saturday masses are to be held at 8:00 AM and 5:00 PM. Weddings and funerals are also to be scheduled on many Saturdays between mass hours. Sunday mass is to be held weekly at 7:00 AM, 9:00 AM, 11:00 AM, and 1:00 PM. Typical weekday mass attendance is 30-40 parishioners. Typical Sunday Mass attendance is 200-250 parishioners. The church will be open ahead of each mass to allow for quiet reflection and prayer.

The proposed rectory and convent will house eight clergy people total; five in the convent and three in the rectory.

Overall, anticipated hours of operation for the various proposed uses are:

- Church: 6:30 AM – 8:00 PM
- Parish school office: Monday – Friday 9:30 AM – 3:30 PM; Sunday: 10:30 AM – 2:00 PM
- School: Monday – Friday 7:30 AM – 5:30 PM
- Gymnasium: 8:00 AM – 5:00 PM

Required Entitlements

The proposed project requires the following entitlements pursuant to the Long Beach Municipal Code (LBMC):

- **Site Plan Review:** required for nonresidential development in the Midtown Specific Plan with 1,000 square-feet or more of new building area; projects in the I Zone also require Site Plan Review;
- **Long Range Development Plan:** projects in the I Zone on a site over 40,000 square-feet are required to submit a Long Range Development Plan for review by the Planning Commission for the proposed development and expansion anticipated over the next 20 years. Furthermore, no site plan review shall be approved nor building permit issued for any building or structure that is not consistent with the Long Range Development Plan;
- **Sign Program:** required for any new commercial, industrial, or institutional building. The sign program was reviewed by the Site Plan Review Committee (SPRC) on July 27, 2022 and is shown in the plans for informational purposes but is not subject to the Planning Commission's approval;
- **Vesting Tentative Parcel Map:** A tentative parcel map is required to merge the existing five parcels (14 lots) into one parcel; and,
- **General Plan Conformity Certification:** The developer requests a vacation of an 18' x 110' portion of the north-south alley located along the east property line, south of Willow Street, to allow for improved project access, additional project parking, and connectivity and circulation between the primary project site and adjacent parcel under the same ownership.

Per the City's Zoning Code, the Planning Commission shall review the Long Range Development Plan for approval through the Site Plan Review procedure. The Planning Commission is also the decisionmaker on the Vesting Tentative Parcel Map. Customarily, the SPRC is the body that approves the Sign Program. On July 27, 2022, the SPRC reviewed and approved the Sign Program.

Site Plan Review

The Site Plan Review process is established to ensure that the highest quality of land planning and design are incorporated into development projects. The process ensures that new projects are compatible with existing neighborhoods and meet required project development standards. On July 27, 2022, the SPRC reviewed the project architecture, site layout, and project phasing and expansion and recommended approval of the project to the Planning Commission pursuant to LBMC 21.25.503.

The project meets or exceeds development standards for the I Zoning District and Midtown Specific Plan (SP-1) except for the northern, eastern, and western setbacks for the portion of the project site located in SP-1. However, the Midtown Specific Plan allows the SPRC to consider context-sensitive setbacks that deviate from the required setbacks if those deviations would be consistent with the intent of the plan. Along the northern property line, SP-1 requires a 5' maximum setback with allowing up to 20 percent of the building frontage to be set back more than 5'. The church and

gymnasium building frontages that are set back beyond five feet exceed the maximum 20 percent allowance that a frontage may be set back, however both building entrances are designed to encourage congregating in front of each entrance after church services and events. Decorative paving, articulated building frontages, and carefully selected landscaping help create a streetscape of interest and contribute to the public realm. The church entrance is stepped up to a courtyard enclosed with a decorative wrought iron railing, and the Midtown Specific Plan encourages “Stoops, patios, gardens, balconies, and outdoor dining [to be] located within the setback and are encouraged along the street edge.”

For the property facing Pine Avenue along the eastern property line, the proposed gymnasium deviates from the required minimum 6' setback with the building set back 5' at the corners of the building and a portion of the building being set back 9'-inches from the property line. However, the use of high quality materials, windows, and architectural detailing continue the pedestrian scale architecture that is proposed and encouraged along Willow Street. And finally, along the western property line, a portion of the church building is within the required 5' setback at 2.5' with a planter in front of this area, while the rest of the church building is at 6.5' and 12.5'. The SPRC was able to make a positive determination that the proposed setback deviations are context-sensitive deviations that are consistent with the Midtown Specific Plan and consistent with the overall design of the proposed project.

The portion of the project located in the Institutional Zone complies with the 10' setback required along the eastern, southern, and western property lines.

Height, Floor Area Ratio (FAR), Open Space, and Lot Coverage

As shown in the table below, the project is compliant with the various development standards that apply to the project, depending on the zone. The project is within the height limitations established by the Midtown and Institutional zones, within the floor area ratio (FAR) limitations established by SP-1, and the lot coverage limitations established by the I Zone. The project also exceeds the minimum 10 percent open space requirement established by SP-1.

Table 2 – Summary of Project Consistency with the Underlying Zoning Districts

Zoning Standard	Allowed/Required - SP-1 (Midtown)	Proposed – SP-1 (Midtown)	Allowed/Required - Institutional	Proposed - Institutional
Height	5 stories/65' plus 10' for architectural elements that don't add interior floor area	Gym: 40'-10" (one story) Church: 51'-10" (with architectural feature = 75') (two stories and a basement)	30' or 1' for each 2' distance from abutting residential, whichever is greater	School: 29'-5" (two stories) Convent: 21'-9" (two stories) Rectory: 21'-11" (2 stories) Parish: 21'-2" (2 stories)
FAR	3.0	0.73	N/A	0.63
Open Space	10% of the project area (3,985 SF required)	12.9% (5,135 SF)	N/A	N/A
Lot Coverage	N/A	0.6	50% max	0.32

DESIGN STANDARDS

The I Zone requires compatibility in design, finish, and treatment to the adjacent residential area. The project design aesthetic is 1920s Spanish Revival style, which is the architectural style of the existing church, rectory, and convent at the existing Holy Innocents Church site at 425 E. 20th Street, as well as one of the historic styles prevalent in the City. The design of the proposed buildings exhibit simple, elegant white plaster façades punctuated by stone, brick, and tile detailing, dark metal windows, and red mission roof tile. Decorative features such as lighting and fencing are proposed out of dark wrought iron. The proposed buildings will be compatible with the existing brick school building with the use of incorporating subtle brick detail to create a continuity of design.

The proposed project also adheres to design guidelines applicable to development proposed in SP-1 such as guidelines that speak to designing substantial projects as a collection of suitably scaled buildings instead of a singular mass; the use of façade articulation and highlighted entry features to reflect human scale; placement of building mass towards the public realm to form a distinctive street wall that outlines and characterizes the corridor; the use of a special architectural element at corner buildings, such as the cupola, which also serves as a vertical focal element that is encouraged by SP-1 design guidelines, proposed at the new church building on the corner of Willow Street and Pacific Avenue; and the use of high-quality materials such as brick, natural stone, and smooth plaster (Attachment C – Project Plans, Renderings, and Elevations). Lastly, because the project results in new nonresidential buildings over 50,000 square feet, the project is subject to green building standards that require the project to meet the intent of the Leadership in Energy and Environmental Design Green Building Rating System at the certified level.¹ As specified by condition of approval number 13 in Attachment D – Conditions of Approval, the project has been conditioned to meet this requirement.

Parking and Circulation

The proposed project originally included a request for an Administrative Use Permit to permit the joint use of the proposed parking facilities by the church and the K-12 school. The church and school operating hours and demand for parking will partially overlap, and therefore a reduction in the code-required parking is requested. However, as of the writing of this report, Assembly Bill (AB) 2097 was enacted by Governor Newsom waiving parking requirements, for all uses except hotels, that are within proximity to transit priority areas. Transit Priority Areas are based on State definitions for major transit stops or high-quality transit corridors and are located within ½ mile of an existing major transit stop or an existing high quality transit corridor. As defined in State law, a major transit stop includes the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As shown in Attachment E – Citywide Map of Areas Subject to AB 2097, the project site is located within ½ mile of a major transit stop at Willow Street and Long Beach Boulevard, and as such, pursuant to AB 2097, is not subject to minimum parking requirements. Therefore, the project provides adequate parking.

¹ LBMC 21.45.400.C.1.b

The circulation plan, which was reviewed by the Public Works Department's (Public Works) Transportation Mobility Bureau, would allow for an on-site queue length of approximately 370' (16 to 17 vehicles) for student drop-off/pick-up. Public Works is also requiring that the applicant eliminate turn pockets at the Willow Street/Pine Avenue intersection and provide a median to enforce left turn restrictions in order to prevent left turns at Pine Avenue. A condition of approval has been added to reflect this required improvement for safety (Attachment D – Conditions of Approval). Two gated driveways are also proposed to provide access to the existing alleyway along the eastern property line.

General Plan Conformity Findings

Before the City Council can approve an application for the vacation of public right-of-way, a finding of conformity with the maps and policies of the General Plan must be made by the Planning Commission. These findings are presented below for the record of proceedings.

The General Plan consists of 12 elements; each element carries the same authority concerning land use issues. The Planning Commission reviewed this project's conformance with all elements of the General Plan, and the proposed vacation was found to be in conformance with all applicable elements. A review of the relevant elements of the General Plan pertaining to the vacation of an 18'-wide x 110'- long portion of the alley located off of Willow Street, along the eastern property line of the project site, and General Plan consistency findings for the same, are presented below.

Land Use Element Consistency

The 2019 LUE divides the City into 14 land use districts, which provide general guidance as to the appropriate type and density of land uses. The portion of the proposed alley vacation is located within the TOD-L PlaceType. The development site itself is located within the NSC-L and TOD-L PlaceTypes. The developer proposes to vacate an 18'-wide x 110'-long portion of the alley located off of Willow Street along the eastern property line to allow for improved project access, additional project parking for the associated parish school uses, and connectivity and circulation between the primary project site and adjacent parcel under the same ownership, consistent with the TOD-L PlaceType, which permits mixed-use and community-serving commercial uses to meet consumers' daily needs for goods and services and associated accessory uses of land.

According to the LUE, a subdivision approval (which category would include the proposed vacation) is considered consistent with the LUE when the density of the proposed subdivision meets the PlaceType's commercial/industrial intensity (LUE, p. 168). While the project is wholly institutional and does not include commercial or industrial uses, the partial vacation of the existing alley to become part of the development site would be consistent, as the intensity of the proposed development is consistent with the LUE. Further, the LUE states that a development project is considered consistent when the proposed development carries out the policies of the LUE and fulfills the intent of the PlaceType density and intensity levels. The overall development project is consistent with the PlaceType, and therefore approval of the alley vacation is consistent with the LUE of the General Plan.

Mobility Element Consistency

The City's Mobility Element is aimed at transforming Long Beach into a city of flexible, convenient, affordable, and energy-efficient transportation options for residents and visitors alike. Public Works has reviewed the proposed partial alley vacation and has found the alley vacation as acceptable as part of the overall project and site design. The rest of the existing alley rights-of-way (parallel to Willow Street, accessed off of Pine Avenue and the alley subject to the proposed vacation, perpendicular to Willow Street) provide adequate vehicular and pedestrian access to the development site. The proposed vacation therefore would not prove detrimental to the adjacent residential properties to the east of the project site nor to movement of people and goods to the subject site. The proposed vacation is consistent with the Mobility Element.

Housing Element Site Inventory

While the proposed project is not a residential development project, two of the parcels that are a part of the project site are located in the Transit Node of SP-1-TN and are on the site inventory in the City's 6th Cycle Housing Element, certified by the State of California's Department of Housing and Community Development in April 2022.

Sites on the site inventory were analyzed and selected to demonstrate that the City has land use and zoning capacity to facilitate the 2021-2029 Regional Housing Needs Assessment (RHNA) figure of 26,502 housing units in accordance with Housing State Law. Sites were selected for the inventory based on a set of objective criteria for analyzing the likelihood of housing being developed on the site, including based on lot size, improvement-to-land ratio (with a higher ratio indicating lower feasibility for dwelling unit potential), and whether the underlying zoning or PlaceType allows residential uses. In this case, the part of the project site zoned I Zone did not meet the criteria to be included on the site inventory, but two of the parcels which are part of the project site that are within SP-1 did meet the criteria and were included in the Housing Element site inventory. The parcels, which are the proposed locations of the church and a portion of parking, have been contemplated for a total of 63 potential low-income units.

Pursuant to Government Code Section 65863, cities must maintain, at all times during the planning period, adequate sites to meet their unmet share of RHNA. Under this law, cities generally may not take any action that would allow or cause the sites identified in its Site Inventory to be insufficient to meet its remaining unmet share of the City's RHNA for lower and moderate-income households. Therefore, because two parcels that are part of the proposed project site are on the site inventory, based on this the above-cited government code section known as "housing element no-net loss," an analysis is required to ensure that future development of the proposed project site does not preclude the City's ability to meet its RHNA obligations.

The City must demonstrate that its plans, policies and zoning facilitate the production of the 26,502-unit RHNA allocation. Although the site inventory is the most well-known method for meeting this obligation, the City may meet its RHNA obligation through a combination of: the projected number of Accessory Dwelling Units (ADU) anticipated to be permitted based on recent trends; of approved and proposed residential development projects in the pipeline; and through an inventory of sites

with demonstrated zoning capacity to accommodate the RHNA allocation. Therefore, an analysis and update related to each available avenue for meeting the RHNA obligation is summarized below and detailed in the findings in order to demonstrate the City's ability to meet its RHNA obligations despite the lost potential units because of the proposed project.

ADU Production

As a result of substantial relaxation of development standards and procedures by the State to facilitate ADU construction, since 2018 the City has seen significant increases in applications and permits for ADUs across Long Beach. Production of ADUs has more than quadrupled between 2018 and 2020, as shown below:

- 2018: 59 units
- 2019: 151 units
- 2020: 268 units
- 2021: 445 units
- 2022: 508 units

The above three-year period yields an annual average of 159 units. To be conservative, and based on the observed development trends in the City, the 6th Cycle Housing Element assumes an annual average of 159 ADUs between 2021 and 2029, for a total of 1,275 units, representing nearly five percent (4.8 percent) of the City's 6th Cycle RHNA. This is based on the average number of ADUs permitted between 2018-2020 (Adopted 2021-2029 Housing Element Technical Appendices, p. C-2). Around two-thirds of those units were designated in the affordable categories of the RHNA based on guidance from the Southern California Association of Governments.

Given the progressively upward trend and an emerging trend of Junior ADUs, which are attached accessory units that occupy the existing square footage of a housing unit and therefore, are typically smaller in size, less expensive to construct, and a more affordable housing option, the City anticipates that the construction of ADUs will continue to increase. ADU production in 2021 totaled 445 units and in 2022, 508 ADUs were permitted. Based on the more recent data, using a five-year average (2018-2022), the City now estimates 2,290 ADUs will be developed during the Housing Element period, which is a net increase of 1,015 units. This again is a conservative approach given the upward trend over time. This increase alone more than accounts for the lost potential of 63 units for the proposed project.

Approved and Proposed Residential Development Projects in the Pipeline

In Appendix C Site Inventory of the Adopted 2021-2029 Housing Element, the project site was identified as potentially accommodating 63 Very Low-Income (VLI) affordable residential units on the site. Because the project only entails institutional uses and does not propose qualifying residential units, the project represents a deficit of 63 VLI units from the total that was envisioned for the site in the 2021-2029 Housing Element. For this site, consistent with Government Code Section 65863(b), the City finds that there is sufficient vacant land that is either not identified in the 2021-2029 Housing Element Sites Inventory or that is identified in the site inventory but is proposed

with an excess amount of affordable units to meet the 63-unit RHNA need despite the loss of residential capacity at the project site. Ultimately, while the project does not include a residential component to meet the 63 VLI units allocated for the site, the City has identified that it has the additional capacity, capability, and feasibility based on projects currently in process by the Development Services Department's Planning Bureau on sites not previously included on the Sites Inventory List. These projects identified below in Table 3, Additional capacity for RHNA units, serve to offset the deficit that would be created by the approval of the current project.

Table 3: Additional Capacity for RHNA Units

Application Number	Address	Zoning District	Description	Status	Site Inventory	Net Affordable Units
2205-32	450 The Promenade North/501-599 Long Beach Boulevard	PD-30	Site Plan Review and Vesting Tentative Parcel Map for a new 900-unit (including 54 VLI units) residential development consisting of three eight-story residential buildings with ground-floor commercial space with associated parking.	Approved by Planning Commission on January 19, 2023 but appealed to City Council; hearing to be scheduled for April 2023	No	54 VLI units
2301-04	912-946 Linden Avenue	PD-30	Site Plan Review for the construction of a new 4-story, 120,000 sq. ft., 99-unit affordable project plus a manager unit residential complex with 3,000 square feet of community/social space, 11,200 square feet of open space, and 115 parking spaces.	Approved by Site Plan Review Committee on January 25, 2023	912 Linden Ave: 1 VLI unit and 9 market-rate units 920 Linden Ave: 1 VLI and 6 market-rate units	97 Low Income (LI) units
TOTAL			151 affordable units			

The two applications included in Table 3 are on parcels with residential zoning and land use designations and can feasibly allow the development of affordable units beyond what was contemplated in the site inventory. The parcels that comprise the first listed project was approved by the Planning Commission with 54 VLI affordable units, representing a net increase of 54 VLI RHNA units since the project site was not identified in the 2021-2019 Housing Element site inventory. The 900-unit market rate project is providing 54 VLI units per to the City's Inclusionary

Housing ordinance, which was adopted in 2021 and is facilitating an increase in mixed-income housing developments in the City's Downtown and Midtown planning areas, which are subject to the requirement.

The second application is proposed on three parcels, two of which are listed on the site inventory: 1) 912 Linden Avenue, which has been assigned one VLI affordable unit and nine market-rate units; and 2) 920 Linden Avenue, which has been assigned one VLI affordable unit and six market-rate units. Although the Linden project includes parcels on the site inventory, the project proposes 99 affordable units and one market-rate manager unit, which is well above the RHNA units allocated for the site. Consequently, the net affordable units offered by the project is 97 affordable units. Based on the above discussion, the City has adequate capacity to accommodate the 63 RHNA units intended at the project site.

Citywide Rezoning

In order to ensure appropriate zoned capacity to meet its RHNA and implement the 2019 LUE update, the City has been conducting a systematic rezoning program to create or modify zoning districts and rezone properties to implement denser, mixed-use regulations focused near transit and along underserving commercial corridors throughout the City. Three geographic rezoning efforts are anticipated to be adopted in 2023 through North Long Beach Uptown Plan (UPLAN) in North Long Beach, Zone In: City Core in Central Long Beach, and Zone In: West LB in West Long Beach. Additionally, the City is developing its religious facility overlay ordinance pursuant to the Housing Element to improve the feasibility of sites in high resource areas, and will be launching the Zone In: Bixby Knolls rezoning effort this spring.

The City is committed and is on track to amend the Zoning Code by October 15, 2024² to rezone all properties on the site inventory to fully implement the mixed-use and higher density residential LUE PlaceTypes, which would afford the City a greater capacity of units beyond the 26,502 RHNA (a total of 30,115), which represents a buffer of 3,613 RHNA units (Housing Element Update, p. 73). The City is able to maintain this buffer despite the loss of 63 VLI unit potential that was contemplated for the site of this proposed institutional project.

Additional staff analysis and findings pursuant to Government Code Section 65863 have been made, and with approval of the project, the City has ample capacity to meet its RHNA requirements based on the additional pipeline projects, ADU production, and the Citywide rezoning efforts underway (Attachment F - Findings).

General Plan Consistency

The proposed project is consistent with the following Policies within the City's General Plan:

² State law dictates that if sufficient capacity to meet the RHNA cannot be demonstrated based on existing zoning, the City is required to rezone sites on the inventory by October 15, 2024 to demonstrate the ability to meet sufficient capacity.

Policy	Description
Land Use (LU) Policy 10-1	Ensure neighborhoods contain a variety of functional attributes that contribute to residents' day-to-day living, including schools, parks and commercial and public spaces.
LU Policy 10-3	Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities and transit stops within walking distance of most residences.
Policy (Urban Design) UD 3-1	Preserve important neighborhood characteristics that create a sense of place, including buildings, landmarks, development patterns, design features and materials, streetscapes, signs, landscaping, public amenities, and open spaces.
Policy UD 3-3	Encourage collaboration among local neighborhood residents, businesses, places of worship, schools, and service providers to build neighborhood cohesiveness, foster neighborhood improvements, and promote appropriate infill and regeneration of existing neighborhoods.
Policy UD 6-5	Ensure buildings meet the City's requirements for sustainability and green development, both for construction and operation.
Policy UD 35-2	Buildings should be constructed of high quality and durable materials, especially at the ground floor, which is experienced most by pedestrians.
Policy UD 35-4	Emphasize pedestrian orientation in site and building design to define the public realm and activate sidewalks and pedestrian paths.
Policy UD 35-6	Maintain a minimum street wall height to ensure the "public room of the street" (as shaped by buildings on both sides) is consistent. This is intended to eliminate parcels being underdeveloped along the edges, thus not contributing to the creation of good streets.
Mobility of People (MOP) Policy 3-1	Make strategic improvements to intersections and corridors to improve the flow of vehicle traffic.

PUBLIC HEARING NOTICE

A total 1,197 Public Hearing notices were mailed on March 1, 2023, in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. At the time this report was written, no public comments had been received.

Although not required prior to the public hearing notice, as of the writing of this report, the applicant indicated that a community meeting at the project site would be held on February 28, 2023.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study/Mitigated Negative Declaration (IS/MND-08-22), State Clearinghouse No. 2023010063) has been prepared for the project and finds that, by implementing identified mitigation measures, the project will not result in significant effects to the environment (Attachment G – IS/MND). The resources on which the project was found to have a potential impact on were: Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems; however, with incorporation of the mitigation measures shown in the IS/MND and the Mitigation Monitoring and Reporting Program (Attachment H – MMRP), the potential environmental impacts were reduced to a less-than-significant level. The IS/MND was circulated for a 30-day public review period between January 5, 2023 and February 6, 2023. During the 30-day IS/MND public review period, staff received three public comments on the MND. The comments are included in Attachment I – Public Comments Received. Additionally, Attachment J – IS/MND Response to Comments includes both the public comments received and responses to all comments pursuant to CEQA.

Respectfully submitted,



CYNTHIA DE LA TORRE
PROJECT PLANNER



AMY HARBIN, AICP
PROJECT PLANNER



ALEXIS OROPEZA
CURRENT PLANNING OFFICER



ALISON SPINDLER-RUIZ, AICP
PLANNING BUREAU MANAGER

CHRISTOPHER KOONTZ, AICP
DIRECTOR OF DEVELOPMENT
SERVICES

CK:ASR:AO:AH:cdlt

Attachments: Attachment A - Vicinity Map
Attachment B – Phasing Plans
Attachment C – Project Plans, Renderings, and Elevations
Attachment D – Conditions of Approval
Attachment E – Citywide Map of Areas Subject to AB 2097
Attachment F – Findings
Attachment G – IS/MND
Attachment H – MMRP
Attachment I – Public Comments Received
Attachment J – IS/MND Response to Comments