

April 20, 2023

CHAIR AND PLANNING COMMISSIONERS  
City of Long Beach  
California

**RECOMMENDATION:**

Determine that the project is within the scope of the project previously analyzed as part of the Southeast Area Specific Plan Program Environmental Impact Report (State Clearing House No.2015101075) that was prepared for the previously approved project and warrants no further environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines 15162; and

Approve a Site Plan Review (SPR 22-093) for a project consisting of the demolition of all existing structures on the site, and the construction of a new mixed-use project consisting of 281 residential dwelling units [thirteen of which are affordable (very low income), 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area including 507 vehicular parking spaces, 142 bicycle parking spaces and 27,534 square feet of common and private open space area within the Southeast Area Specific Plan Mixed Use Community Core (SP-2 MUCC) Zoning District located at 6700 East Pacific Coast Highway. (District 3)

APPLICANT: Holland Partner Group  
c/o George Elum  
5000 E Spring Street, Suite #500  
Long Beach, CA 90815  
(Application No. 2208-36)

**DISCUSSION**

The project site is a large single lot, located along the eastside of Pacific Coast Highway at the southeast boundary of the City of Long Beach (City). Studebaker Road borders the northeast boundary of the project, Marina Way is to the southwest and the San Gabriel River is located to the southeast. The subject property is located within the Southeast Area Specific Plan Mixed Use Community Core (SP-2 MUCC) Zoning District, and General Plan Land Use District (LUD) No. 7, Mixed Use District, in the City's 1989 General Plan.<sup>1</sup> As set forth in the General Plan,

<sup>1</sup> The updated Land Use Element is currently being reviewed by the Coastal Commission for adoption, therefore the 1989 General Plan Land Use Element is still in effect in the Coastal Area.



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land uses intended for LUD No. 7 include employment centers, such as retail uses, offices, and medical facilities; higher density residential; visitor-serving facilities; personal and professional services; and recreational facilities. The project site encompasses two Assessor’s Parcel Numbers (APN), 7242-012-006 with 110,484 square feet of area and 7242-012-007 which includes 3,390 square feet of area for a total of 113,874 square feet (2.61 acres) (Attachment A – Vicinity Map). The surrounding area is developed with a range of uses detailed in Table 1.

Table 1: Adjacent Uses

Direction	Address	Zoning District	Land Use
Northeast	APN: 7237-020-043	SP-2 MUCC	Pumpkin Patch
Northwest	6500 E Pacific Coast Hwy	SP-2 Individual	Commercial/Retail Center (Marina Shores Shopping Center) and Vacant Lot
Southeast	N/A	Open Space(OS/2 stories)	San Gabriel River
Southwest	215 Marina Drive	Planned Development (PD-4)	Commercial/Retail and parking lot

The project site is currently developed with a two-story office building, with vehicular parking tucked under the building as well as adjacent surface vehicular parking. According to the Los Angeles County Assessor’s Records the buildings on the property were constructed in 1983, approximately 40 years ago. The site has a grade differential of approximately seven feet between the line of the property adjacent to the San Gabriel River and the property line adjacent to Studebaker Road.

The proposed project requires approval of a site plan review by the Planning Commission for project design of a building 50,000 square feet or greater in size or with over 50 units proposed. The site plan review process is intended to review projects for their consistency with community goals which are, among others, to ensure that the highest quality of land planning and design are incorporated into development projects, to ensure that new projects are compatible with existing neighborhoods in terms of scale, style and construction materials, and to ensure the maintenance, restoration, enhancement and protection of the environment. The proposed mixed use (residential and commercial/retail) is a by-right use within the SP-2, MU-CC Zoning District.

Project Description

The proposed project would create one of the first mixed use residential projects within the Southeast Specific Plan Area (SEASP). The project will replace the existing two-story office building with tuck under vehicular parking and adjacent surface vehicular parking with a single building, six stories in height. The proposed building is ‘m’ shaped with the openings facing Marina Drive to the southwest. There are 281 units, including 13 affordable units at the very low-income level; units range from studio units to three-bedroom units, 507 vehicular parking spaces, 143 bicycle parking spaces and 27,534 square feet of common open space and 4,990 square feet of private open space (Attachment B – Plans).

Density Bonus, Affordable Units, Concessions/Waivers

The portion of the project related to density bonus and incentives or concessions are ministerial acts. The applicant has requested that the City approve the project in accordance with the State's Density Bonus Law (Government Code Section 65915 through 65918). In addition to density bonuses, applicants who provide the required amount of affordable housing qualify for various exceptions from zoning standards (known as "incentives and concessions" or "waivers") and for reduced parking standards. The Applicant is proposing 13 very-low-income affordable units in the project, which qualifies the project for a 20 percent increase in the number market rate units within the project. The 13 affordable units will be provided at the very-low income level, restricted as affordable through a covenant for a minimum of 55 years. The density bonus is calculated using SEASP's baseline allocation methodology which allows for 252 base units. Following State Law should an applicant provide five percent of the base units for very low income (families/individuals), the project receives a 20 percent increase in their base density which is 51 units ( $252 \times 20 \text{ percent} = 51$ ). Based upon the calculations, the Applicant could build up to a maximum of 303 dwelling units ( $252 + 51 = 303$ ), however, the project only proposes 281 units, which is twenty-two units less than the maximum number of units allowed.

By providing affordable units at the very low-income level, the Applicant is entitled to concessions, incentives and/or waivers and is requesting three. The first request is a concession allowed per State Law, which is deviation from the maximum allowable Floor Area Ratio (F.A.R.) (2.0) development standard contained in the SEASP document. The second and third requests are waivers from the maximum allowable height within the SP-2 MCC Zoning District, and to allow tandem vehicular parking spaces. The City's Site Plan Review Committee has granted deviations from the maximum allowable height (five-stories) and to allow tandem parking stalls.

The maximum allowable F.A.R. within the SEASP area is 2.0 which, with a site area of 113,874 square feet of area calculates to an allowable building area of 227,748 square feet. Consistent with the State's Density Bonus Law, the Applicant is proposing five percent of the units (13 units) at a very low-income affordability level for a minimum of 55 years, they are entitled to one concessions/incentive and asking for an increase in the F.A.R. of 40% which translates to an overall floor area of 318,847 square feet. In order to provide the additional number of units along with the 13 affordable units, additional floor area is needed to accommodate the number of units and their respective bedroom counts.

With additional floor area required by the additional number of units (density bonus and affordable units), an additional story is necessary to accommodate the units. SEASP allows for a maximum building height of 5-stories and the Applicant is requesting one additional story for a total of six stories (85'-6") (a waiver per 21.63.080 of the Long Beach Municipal Code [LBMC]) which will accommodate the entire floor area.

Staff did not find that there is a basis for contesting any of the concessions. The basis for denial of a concession is established by the State Density Bonus Law. The concession may be denied based on: 1) making a finding that it does not result in "identifiable, and actual cost reductions to provide for affordable housing"; or 2) that any of the three findings can be made: a) it is not

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required for affordability; b) there is an adverse impact on health, safety, physical environment, or historic resources with no feasible mitigation; or c) that is contrary to State or Federal law. The state density bonus law also does not override the Local Coastal Program (LCP) or Coastal Act and must be implemented in a way that does not conflict with the Coastal Act. The portion of the project related to density bonus and incentives or concessions are ministerial acts. Consistency with the LCP will be discussed in greater detail below.

Per State Law, since this project is providing five percent, 13 affordable units, the project is eligible for reduced parking. For the project, only 333 parking spaces are required for the residential uses and 12 spaces are required for the commercial component of the project, a total of 345 spaces overall. The project applicant is proposing 507 spaces which is a 46.9 percent increase or 162 stalls over the minimum required 333 parking stalls required under the state density bonus law. All parking shows in a combination of standard, electric vehicle (EV), compact, and tandem configuration tucked under the building.

### Site Plan Review

The project was reviewed by the Site Plan Review Committee, which found that the proposed mixed-use building along with the concessions/waivers from floor area ratio, building height and to allow tandem parking for the affordable units is consistent with the General Plan PlaceType and appropriate based on the building form, intended use and the relationship to the surrounding uses (Attachment C – Site Plan Review Findings).

The building consists primarily of smooth plaster in dark gray and white tones, wood-like cement board system in varying brown and copper tones, aluminum guard railing system for private open space balconies, recessed windows along all of the elevations and a glass storefront system along a portion of the Marina Drive elevation and the Studebaker Road elevation which would showcase activity (the facilities in building gym and the retail/commercial area) within the first level of the building. The larger outdoor common open space areas on the third level also have visibility toward the southwest. A large mural is proposed along that area of the first two levels of the building elevation which face Pacific Coast Highway to provide visual interest at the pedestrian and vehicular level. A step back of the building corner at the fourth level at Studebaker Road and Pacific Coast Highway is also contemplated. The Project developer is seeking Leadership in Energy and Environmental Design (LEED) Silver certification.

The proposed new high-quality rental housing opportunity which has been proposed through the implementation of objective design standards, and architectural and green building standards, is in alignment with the Urban Design Element of the General Plan.

### Building Programming

As mentioned prior, the proposed building is 'm' shaped and consists of levels B-1 which is semi-subterranean and then levels 1-6.

Table 2: Functions on Each Level

LEVEL	FUNCTION	NOTES
B-1	Retail space, Fitness Center, Lobby/Mailroom, Utility/Maintenance Areas, Multiple Trash Areas, Recycling, Compost Area, Bicycle Parking, Vehicular Parking	N/A
1	Residential Units, Utility Areas, Storage areas, Mechanical & Electrical Rooms	Studio Units – 1 1-bedroom Units – 11 2-bedroom Units – 7
2	Residential Units, Amenity Room, Utility and Mechanical Areas, Parking	Studio Units – 1 1-bedroom Units – 19 2-bedroom units – 13
3	Residential Units, Outdoor Common Open Space Area, Amenity Room	Studio Units – 5 1-bedroom Units – 34 2-bedroom Units – 17 3-bedroom Units – 2
4	Residential Units, Service Areas	Studio Units – 3 1-bedroom Units – 35 2-bedroom Units – 15 3-bedroom Units – 5
5	Residential Units, Service Areas	Studio Units – 3 1-bedroom Units – 35 2-bedroom Units – 16 3-bedroom Units – 5
6	Residential Units, Service Areas	Studio Units – 4 1-bedroom Units – 28 2-bedroom Units – 16 3-bedroom Units -- 6
Rooftop	Private roof decks for some units, common area roof top deck, mechanical equipment, solar ready roof	N/A

The average size of the residential units are as follows: studio units is 553sf; 1-bedroom units – 758sf; 2-bedroom units – 1,252sf; and 3-bedroom units – 1,529sf. The units designated as affordable are located throughout the project and reflect the range of units available. The affordable units are comprised of one studio unit; eight 1-bedroom units; three 2-bedroom units; and one 3-bedroom unit. This unit mix provides a variety of housing types and sizes which is compliant with General Plan Housing Element Policy 1.3 which seeks to accommodate a range of unit sizes and the housing needs of all socioeconomic segments of the community, including large families.

Open Space

SEASP (Table 6-9) requires a minimum of 20 percent of the project area to be open space. In this instance, the project area is defined as the site area which is 99,816 square feet (excluding the required setbacks). Twenty percent of the overall site area is 19,963.2sf. The maximum allowable private open space area is 25 percent of the 20 percent of the site area, which translates to 4,990 square feet; this area is shown as private open space for some unit balconies which are interspersed among all elevations of the building. The outdoor common open space areas are shown on level three and the roof.

As summarized in Table 3, common (indoor and outdoor) and private open spaces for the tenants of the residential uses are mostly proposed on the upper floors and include a variety of amenities. There are active common outdoor open space areas which include pool and spa areas, BBQ areas with bar seating, fire pit/place areas with tables and seating (Attachment D – Preliminary Landscape Plans). The passive common outdoor open space areas have lush landscaping with shade trees, ample tables and seating, and a water feature. The two indoor common area amenity rooms have a catering kitchen, TV/media lounge, and game rooms.

Table 3: Common Open Space Areas

<b>AREA</b>	<b>SIZE</b>	<b>AMENITIES</b>
Level B-1	3,688sf	Fitness Room
Level 2	1,265sf	Amenity Room – TV/Media lounge, game room
Level 3	1,775sf	Amenity room – catering kitchen, clubroom, indoor/outdoor deck
Level 3 – Area 1	1,257sf above PCH	Fire pit, tables with seating, and raised planters
Level 3 – Area 2	17,980sf	Pool, spa, multi-purpose lawn, fireplace with lounge seating, BBQ with a bar counter top, raised planters, dining tables and chairs, shade structures
Level 3 – Area 3	4,444sf	Planters, enhanced paving, water feature, shade structure, fire pit and Multi-purpose lawn
Rooftop	3,820sf	Shade trees, enhanced pavers, fire pit, BBQ with seating and umbrellas
Public Areas – along Studebaker Road and Marina Drive	1,257sf	Raised planters, trees, seating, tables and chairs

All residents of the project, including those occupying the affordable units, will have access to all of the common area amenities throughout the project. The public has access to those public areas along Studebaker Road, Marina Drive, and adjacent to the San Gabriel River.

Vehicular Access and Parking

Vehicular ingress and egress to the parking area is provided by one drive approach from Studebaker Road. Twelve vehicular parking spaces are allocated toward the retail space and 4 spaces for potential future tenants of the residential units. Residential unit parking is behind a

secure gate and includes tandem spaces. Per Senate Bill 1818 Density bonus requirements, only 333 parking stalls are required for the residential component of the project; only 12 parking stalls are required for the commercial component for a total parking requirement of 345 parking stalls. The table below shows the breakdown.

Table 4: Required Parking Under State Density Bonus Law

UNIT TYPE	PARKING RATIO*	NUMBER OF UNITS	STALLS REQUIRED
Studio	1 space per unit	17	17
1-bedroom	1 space per unit	161	161
2-bedroom	1.5 spaces per unit	85	128
3-bedroom	1.5 spaces per unit	18	27
Subtotal of Residential Spaces			333
Commercial/Retail Spaces	4 spaces per each 1,000sf of floor area	3,000sf of floor area	12
<b>TOTAL SPACES REQUIRED</b>			<b>345</b>

\*Government Code Section 65915 through 65918

If the project did not utilize the state density bonus provisions and was developed at the base density as calculated per SEASP, which is 252 units, a minimum of 580 parking spaces would be required. This breaks down as: Residential Unit Parking: 504 spaces; Guest Parking 63 spaces; and Commercial/Retail Parking 13 spaces. This calculation assumes that all residential units would have a floor area greater than 451 square feet.

The project would provide 162 more parking stalls than required under the state density bonus law. A total of 507 parking spaces would be provided. Table 5 below shows a breakdown of the proposed parking provided and includes both EV and EV Charging Stalls:

Table 5: Proposed Parking

LEVEL	STANDARD STALLS	COMPACT STALLS	TOTAL
B-1	138*	52	190
1	108	61	169
2	96	52	148
<b>TOTAL SPACES PROVIDED</b>			<b>507</b>

\*includes retail parking stalls

Bicycle parking, also required by SEASP, is located inside the building, on Level B-1 toward the rear of the parking garage near an exit from the building closest to the San Gabriel River Bike Paths shown in the table below:

Table 6: Bicycle Parking

USE	RATE	NUMBER OF UNITS	SPACES REQUIRED
Multi-Family Residential	1 space for each 2 units	281	141
Commercial/Retail	1 space for each 5,000sf of floor area	3,100 sf	1
<b>TOTAL PROVIDED</b>			142

Housing Element Site Inventory

One of the required findings relates to consistency with the City’s General Plan. The larger parcel of the subject development site is on the site inventory in the City’s 6<sup>th</sup> Cycle Housing Element of the General Plan, certified by the State of California’s Department of Housing and Community Development in April 2022. Pursuant to Government Code Section 65863, cities must maintain, at all times during the planning period, adequate sites to meet their unmet share of Regional Housing Needs Assessment (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 the project parcel is 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.

Sites on the site inventory were analyzed and selected to demonstrate that the City had land use and zoning capacity to facilitate the 2021-2029 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 property is zoned MU-CC, meets the criteria and was included in the Housing Element site inventory. The parcel, which has an existing 40-year-old commercial/office building, has been contemplated for a total of 95 potential low-income units.

Even though the proposed project is a residential development project, it does not include 95 low-income units as projected in the site inventory. Therefore, 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 thorough 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 (2018, 2019 and 2020) yields an annual average of 159 units. To be conservative and based on the observed development trends in the City, the 6<sup>th</sup> Cycle Housing Element assumed 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 6<sup>th</sup> 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. Given that 45 percent of ADUs for the City's RHNA were allocated within the "low-income" category, the revised projection represents additional capacity for 452 additional units in the "low-income" RHNA category. This again is a conservative approach given the upward trend over time. This increase alone more than accounts for the lost potential of low-income 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 95 Low-Income affordable residential units on the site. Because the project entails market rate and very low-income units, and no low-income units, the project represents a short fall of 95 low-income units from the very low-income unit category that was envisioned for the site in the 2021-2029 Housing Element. However, the project is not entirely void of countable units toward the City's RHNA and contributes 13 units toward the very low-income

category and 266 units toward the market rate category. 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 number of affordable units to meet the 95 low-income unit RHNA need despite the proposed residential capacity at the project site. The project identified below in Table 3, shows additional capacity for RHNA units, serves to offset some of the deficit that would be created by the approval of the current project.

Table 7: Additional Capacity for RHNA Units

Application Number	Address	Zoning District	Description	Status	Site Inventory	Net Affordable Units
2210-12	4151 Fountain St. and 4220 Wehrle Ct.	R-2-N	Site Plan Review for a new multi-family project including affordable 72 affordable units and one manager's unit in two, 3 and 4-story buildings for families and disabled persons	Approved by the Site Plan Review Committee March, 2023	No	A mixture of 39 low income units and 33 very low-income units.
<b>TOTAL</b>			<b>72 Affordable Units</b>			

In summary, while the project does not include a residential component to specifically meet the 95 low-income units allocated for the site, pursuant with state law, 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. The remainder of needed capacity has been identified through the revised ADU projections

Local Coastal Development Permit

In accordance with the Zoning Ordinance, a Local Coastal Development Permit (LCDP) is required when a proposed development exceeds what is required for a Coastal Permit Categorical Exclusion within the Coastal Zone (LBMC 21.25.903). The purpose of the LCDP is to ensure that all public and private development in the Long Beach Coastal Zone is developed consistent with the City's certified LCP (Attachment E – Local Coastal Development Permit Findings).

The LCP identifies the project site within the SEASP area of the Coastal Zone. This sub-area where the project site is located encompasses the entire southeast corner of Long Beach. Although principally a residential community, it also contains wetlands, considerable commercial development and two very large electric generating plants. Some land in SEASP is used for oil production. When this resource is depleted, the land will be available for other uses.

The operation of the mixed-use building, including the 3,100 square feet of commercial/retail area and outdoor gathering space areas, is consistent with the applicable development standards

contained in the SP-2MUCC Zoning District. This property is currently developed with a 40+ year old office building which will be demolished to facilitate the newly proposed building. The other properties in this extreme southeast corner of the City are currently developed with commercial uses and retail shopping centers, many of which are also undergoing review for possible conversion to larger scale residential projects.

The proposed mixed-use building includes concessions/waivers from certain development standards as allowed under the state density bonus law. The incorporation of affordable units is consistent with the certified LCP and Coastal Act, which encourages a mix of housing opportunities to meet the public access goals of the Coastal Act. Maximizing public access “for all the people,” is part of the Environmental Justice policies adopted by the Coastal Commission. Without the concessions for height, floor area, and parking the project would be developed with market rate units only, which would not help to fully realize the robust public access policies and broad concern for equitable access to the Coast by all. The project conditions of approval ensure that the affordable units are distributed throughout the various residential levels, including the upper floors, and shall be generally reflective of the mix of unit sizes and number of bedrooms in the overall project. The SEASP area is designated as a high resource area under state law and as reflected in the City’s Housing Element; therefore, the development of affordable units within SEASP helps meet the goals not only of the Coastal Act but also of the City’s Housing Element Goal 6 of ensuring Fair and Equal Housing for Opportunity including in high resource areas where there has historically been a lack of affordable housing. The specific concession/waivers requested to support the project are not incongruent with the certified LCP and Coastal Act. The increased height by one-story to six-stories does not obstruct an established view corridor. Furthermore, this concession in height is not unlike the waiver process allowed under the SEASP for additional height granted to low-cost overnight visitor serving accommodations. The concessions/waivers include increased floor area and alternative parking and parking reduction to support the additional density for the affordable dwelling units. Increased density is known to reduce both Vehicle Miles Traveled and energy consumed, consistent with Coastal Act and the City’s climate goals and policies.

The project incorporates new coastal access on the site with outdoor seating areas along Marina Drive and Studebaker Road as well as direct, new and improved access for pedestrians and bicyclists to the San Gabriel River Bike Trail consistent with LCP and Coastal Act goals for the Coastal Zone. Those policies (5.1 through 5.32) contained in Chapter 5 of the SEASP Document, shall be included as project design features implemented at the time noted in Attachment F-Southeast Area Specific Plan Policies or through the project conditions of approval (Attachment G – Conditions of Approval).

### **PUBLIC HEARING NOTICE**

A total of 172 notices of public hearing were distributed on April 5, 2023 and 172 notices posted at the site in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. As of the preparation of this report, staff is in receipt of no written communications in response to the project.

In addition to formal project notification conducted by the City and Public hearing notice mailings, the project applicant stated they had met with several community groups, as summarized in Table

8. Meeting formats included a presentation of the proposed project and a question and answer session. Two of the community groups have not responded to emails from the applicant.

Table 8: Community Group Outreach

<b>ORGANIZATION NAME</b>	<b>CONTACT</b>	<b>DATE MET</b>
Long Beach Marina Boat Owner’s Association	David Booker	July 27, 2022
Audubon Society	Mary Parsell	No Response to Outreach Emails
Los Cerritos Wetlands	Elizabeth Lambe	August 17, 2022
Island Village Community	Carol Meyer	July 27, 2022
Marina Pacifica Home Owner’s Association (HOA)	Dauna Parpard	No Response to Outreach Emails
Southwest Mountain States Regional Council of Carpenters	Ray Lawson	October 18, 2022
Long Beach Realtors	Steve Hageman	November 2, 2022

**ENVIRONMENTAL REVIEW**

Per California Environmental Quality Act (CEQA) Guidelines, Section 15168 (c)(2), project activities are within the scope of activities analyzed in the Southeast Area Specific Plan Program Environmental Impact Report (State Clearinghouse No.2015101075) (EIR 02-16) and will not result in any new significant impacts (Attachment H – SEASP Compliance Checklist). The SEASP EIR was originally circulated between February 17, 2017 to April 3, 2017 and certified by the City in September of the same year (Attachment I – SEASP Program EIR).

Based upon build out of the SEASP area, there are several topical areas within the SEASP Project EIR that have impacts and require the implementation of mitigation measures to reduce those impacts as applicable for each project proposed for the area. Those topical areas requiring mitigation include Air Quality, Biology, Cultural, Hazards and Hazardous Materials, Hydrology and Water Quality, and Traffic. All mitigations measures are included as conditions of approval for the proposed project.

Air Quality mitigation measures require Energy Star Appliances, compliance with the Air Quality Management District’s rules relating to construction equipment, and installation of infrastructure relating to electric vehicles. Signage for the public acknowledging and promoting access points to trails (San Gabriel River bicycle and pedestrian path) and other jurisdictional waters is required per the biology mitigation measures. Fair-share payments will be required as part of the traffic mitigation measures for future improvements to different intersections as noted in the mitigation monitoring table. These, and the remainder of the topical areas are discussed in greater detail and all mitigation measures included in Attachment H – SEASP Mitigation Monitoring Table.

Respectfully submitted,

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DIRECTOR OF DEVELOPMENT  
SERVICES

CK: ASR:AO: ah

Attachments: Attachment A - Vicinity Map  
Attachment B - Plans  
Attachment C – Site Plan Review Findings  
Attachment D – Preliminary Landscape Plans  
Attachment E – Local Coastal Development Permit Findings  
Attachment F – SEASP Plan Policies Table  
Attachment G – Conditions of Approval  
Attachment H – SEASP Compliance Checklist  
Attachment I – SEASP Program EIR  
Attachment J – SEASP Mitigation Monitoring Table