

July 6, 2023

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Determine that the project is consistent with and within the scope of the project previously analyzed as part of the Southeast Area Specific Plan Program Environmental Impact Report (State Clearinghouse No. 2015101075) and subject to the Southeast Area Specific Plan Mitigation Monitoring and Reporting Program and that no further environmental review is required pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15168 and 15162; and

Approve Site Plan Review SPR22-109 and Local Coastal Development Permit LCDP22-062 and adopt the proposed findings and conditions of approval related thereto for a mixed-use project within the appealable area of the Coastal Zone consisting of two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space located at 6500 E. Pacific Coast Highway in the Southeast Area Specific Plan (SEASP) District. (District 3)

APPLICANT: Meredith Megarry for Onni Marina Shores LLC
1031 S. Broadway, Suite 400
Los Angeles, CA 90015
(Application No. 2210-06)

DISCUSSION

Background

The project site is located on the northwest quadrant of Pacific Coast Highway (PCH) and Studebaker Road (6500 E. Pacific Coast Highway), within the Southeast Area Specific Plan (SEASP) District (Attachment A - Vicinity Map). The site has a General Plan PlaceType designation of Regional-Serving Facilities (RSF). SEASP, which was approved by City Council in 2017 and the California Coastal Commission in 2021, is located in the southeast area of the City of Long Beach and encompasses 1,472 acres of land. SEASP is bounded on the north by 7th Street and the 22

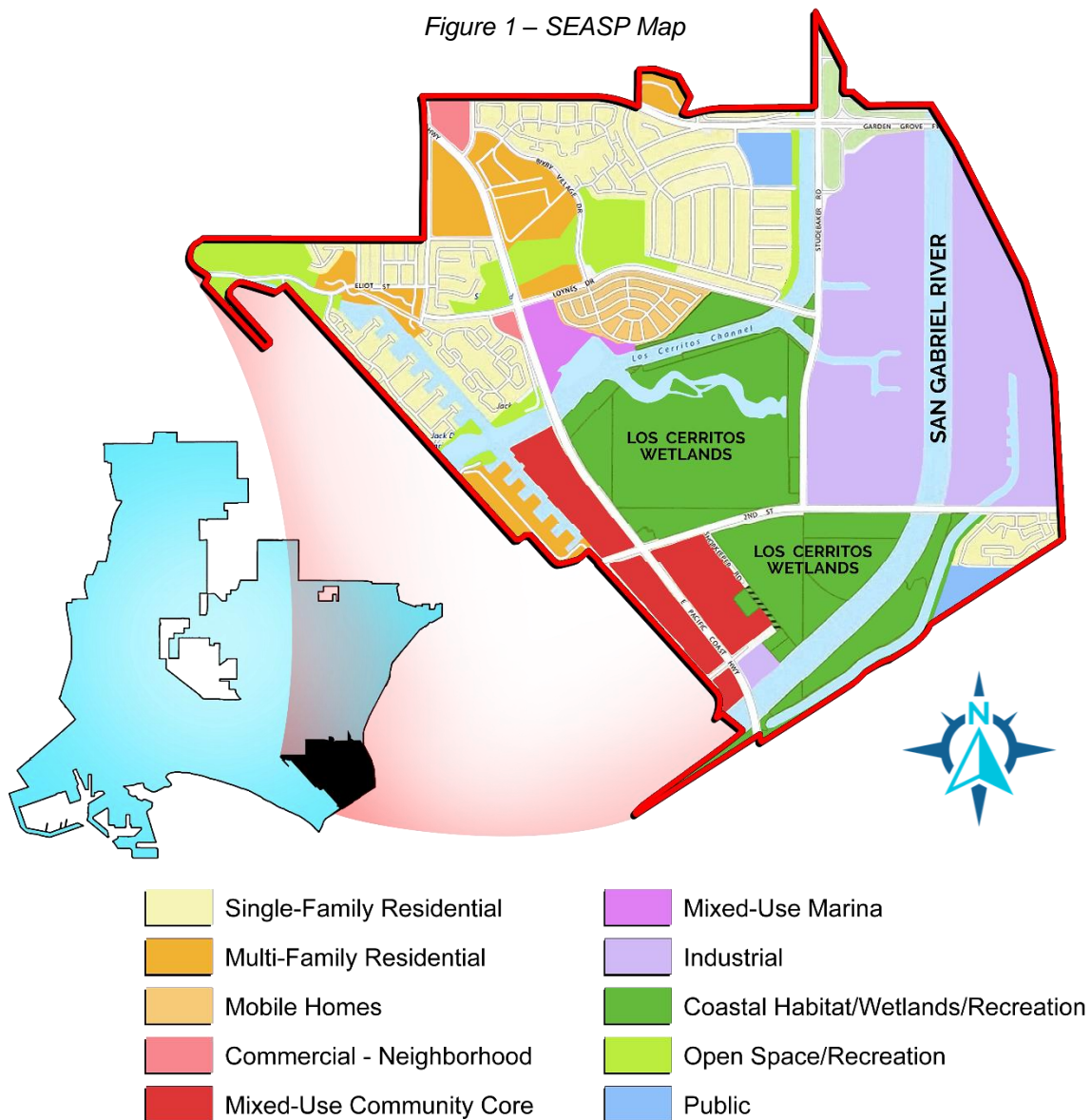


Garden Grove Freeway, on the south by the Los Cerritos Wetlands, on the east by Leisure World of Orange County, and on the west by Alamitos Bay and Bellflower Boulevard.

The Plan is comprised of 10 distinct land use districts/sub areas as follows:

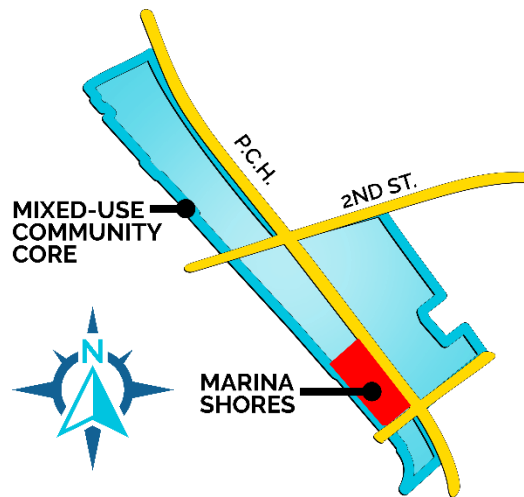
- Single-Family Residential
- Multi-Family Residential
- Mobile Homes
- Commercial – Neighborhood
- Mixed-Use Community Core
- Mixed-Use Marina
- Industrial
- Coastal Habitat/Wetlands/Recreation
- Open Space/Recreation
- Public

Figure 1 is a map of the SEASP Plan area and includes its geographic boundaries, its contextual location within the City of Long Beach, and its delineation of the 10 sub areas.



The project site, known as Marina Shores, is located within the Mixed-Use Community Core (MU-CC) area of SEASP. As noted within the SEASP Ordinance, the MU-CC is “envisioned as the primary activity center in the SEASP area and provides for a mix of uses including residential, regional retail, overnight visitor-serving accommodations, and office uses.” Figure 2 highlights the contextual location of Marina Shores within the boundaries of the MU-CC.

Figure 2 – Marina Shores and MU-CC



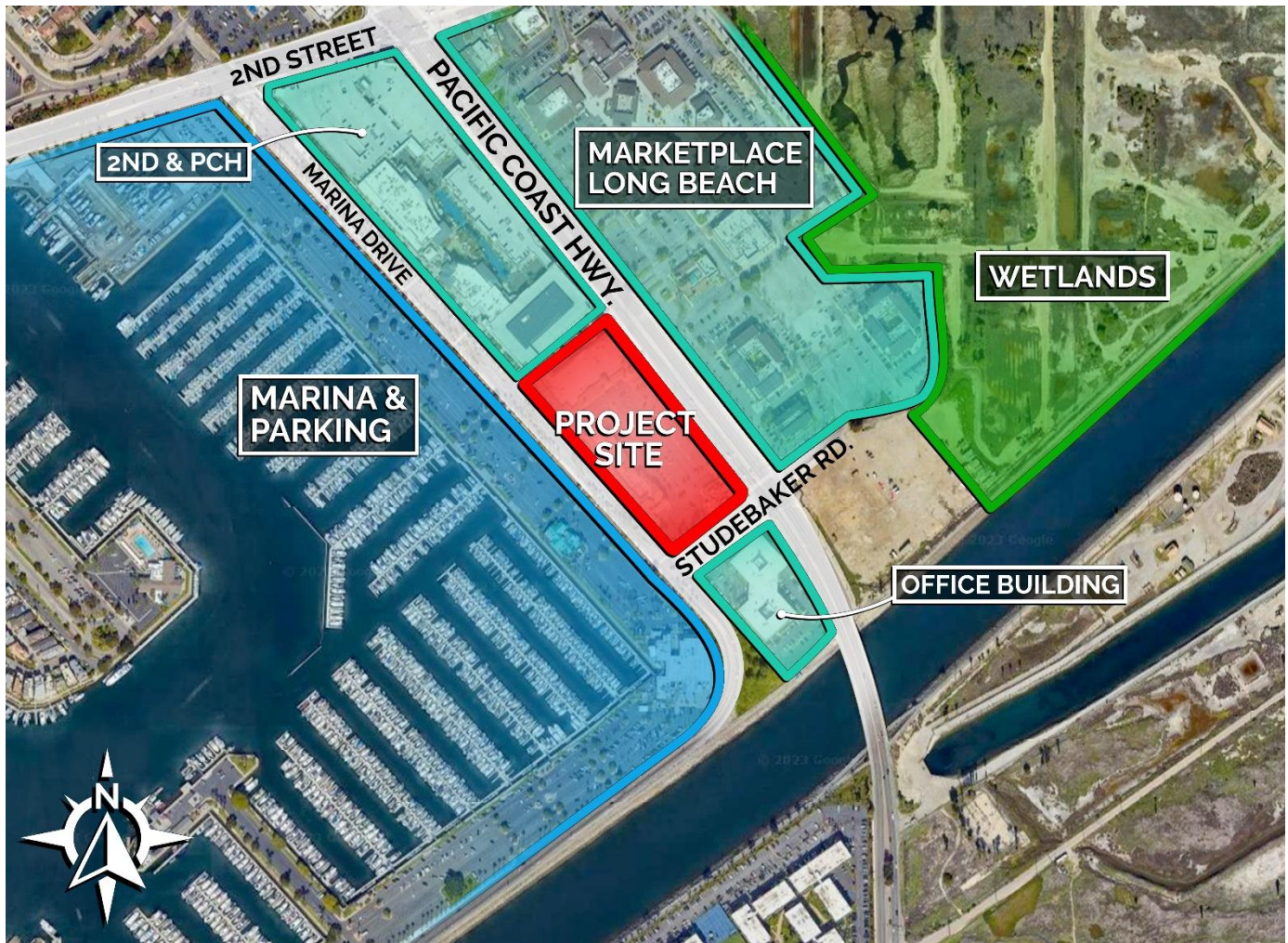
The Marina Shores site is approximately 6.06 acres (264,345 square feet) in size and is developed with a commercial shopping center consisting of approximately 67,930 square feet of building area with, 352 parking spaces, and ornamental landscaping and bioswale. Existing tenants of Marina Shores include Petco, Chronic Tacos, Mimi’s Café, Phenix Salon and Ameritrade. Land uses that surround Marina Shores are identified in Table 1 and are graphically represented in Figure 3.

Table 1 – Adjacent Land Uses

DIRECTION	ZONING	RIGHT-OF-WAY BOUNDARY	LAND USES
North	SEASP (MU-CC)	Pacific Coast Highway	Commercial/Retail
South	SEASP (MU-CC) & PD-4 (Long Beach Marina)	Marina Drive	Parking / Marina / Office
East	SEASP (MU-CC)	Pacific Coast Highway	Office / Vacant

West	PD-4 (Long Beach Marina)	Marina Drive	Parking / Marina
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Figure 3 – Surrounding Land Use Map



Project Proposal and Entitlements

The applicant, Onni Marina Shores LLC, is proposing to demolish the existing commercial shopping center and develop a new multifamily residential project with a total of 600 units and up to 4,000 square feet of accessory commercial space (Attachment B – Plans). The project will consist of two separate buildings as follows:

- Building A – 467,247 square-feet of gross floor area (GFA) including parking garage space.
 - 305 residential units:

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- (10) studio units;
- (190) one-bedroom units;
- (101) two-bedroom units;
- (4) three-bedroom units
- 4,000 square-feet of ground level restaurant tenant space.
- 632 parking spaces
- Five stories

- Building B – 427,089 square-feet of GFA including parking garage space.
 - 295 residential units:
 - (10) studio units;
 - (183) one-bedroom units;
 - (94) two-bedroom units;
 - (8) three-bedroom units
 - 524 parking spaces
 - Five stories

The Planning entitlements required for the proposed mixed-use development at Marina Shores include a Site Plan Review (SPR) with Planning Commission approval and a Local Coastal Development Permit (LCDP).

Site Plan Review

Pursuant to Section 21.25.502 of the Long Beach Municipal Code (LBMC), new development exceeding 50,000 square-feet requires an SPR with Planning Commission approval. On March 9, 2022, the SPR Committee reviewed and recommended that the project move forward to the Planning Commission for consideration, having found that positive SPR findings could be made on the basis that the proposed design is considered harmonious and consistent within itself and its surrounding area (Attachment C – SPR Findings).

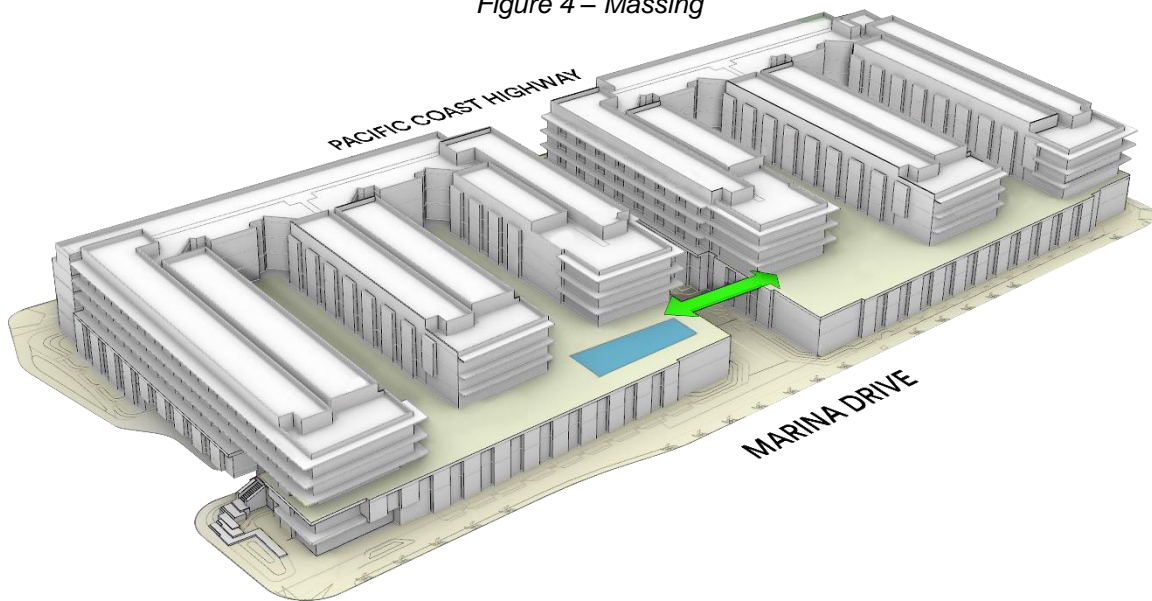
Development within SEASP is subject to several guiding principles, development standards, and design guidelines that cover a broad range of criteria aimed at ensuring harmonious and consistent design. They are related, but not limited to the following:

- Building form;
- Building materials;
- Block structure;
- Mobility (pedestrian circulation/accessibility, bike circulation, and vehicular circulation);
- Open space and amenities;
- View opportunities;
- Public streetscape design;
- Transportation Demand Management measures; and,
- Corner gateways.

The focus of SEASP development standards and design guidelines are to provide direction that will create a comprehensive approach and foster innovative design features and site-appropriate architecture with high-quality materials that acknowledge the presence of the wetlands and water.

The applicant addresses SEASPs guiding principles on building form with attentive consideration for scaling/massing, architectural articulation and overall shape and orientation to the water. As shown in Figure 4, each building consists of a two-story podium that supports three upper floors designed with “wings” to minimize bulky massing from bottom to top. The proposed wing design creates significant stepbacks along Marina Drive and open space “cutouts” (which take advantage of views of the Marina to the south) in between each wing, atop the two-level podium.

Figure 4 – Massing



In addition to achieving appropriate massing, the stepbacks and open space cutouts also contribute to the depth of architectural articulation throughout both structures. Further articulation is seen along the building elevations fronting PCH with more stepbacks on upper levels, several popouts and recessions to disrupt flat planes, and the use of balconies that extend beyond the building facade.

The project incorporates the following high-quality building materials:

- Standing Seam Metal Wall System
- Fiber Cement Planks
- Aluminum Windows and Doors
- Picket-style Guardrails
- 3-Coat Plaster
- Wood Plank Ceilings
- Louvered Aluminum Sunshades
- Glass Guardrails

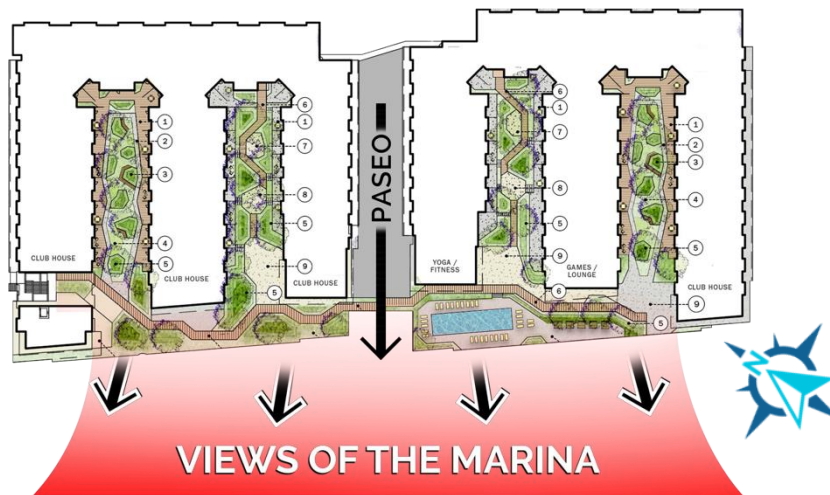
These elements all work together to enhance the aesthetics of the proposed project and compliment the adjacent 2nd & PCH development to the north.

The applicant’s incorporation of a mid-block paseo addresses the standards of SEASP pertaining to block structure, pedestrian circulation/connectivity and view opportunities. The Marina Shores

site is approximately 710' in width (parallel to PCH). As SEASP calls for long blocks to be broken up, the project's incorporation of the mid-block paseo, 41' in width, effectively adds a disruption to the street frontages, providing a functional separation between the two buildings. The mid-block paseo also effectively creates a view corridor and pedestrian linkage from PCH to Marina Drive and Alamitos Bay, and vice versa. The intent of view corridors mandated within SEASP is to take full advantage of visual connections to the water (particularly the Marina) and the Wetlands. The mid-block paseo works in tandem with 3rd-level viewing areas to accomplish this goal.

The 3rd-level viewing areas are a part of larger open space terraces provided on the 3rd floor. The 3rd floor open space terraces are configured into four distinct courtyards (two per building) flanked by the aforementioned "wings" and connected by a pedestrian bridge. Figure 5 shows a visual representation of this configuration.

Figure 5 – 3rd Floor Open Space

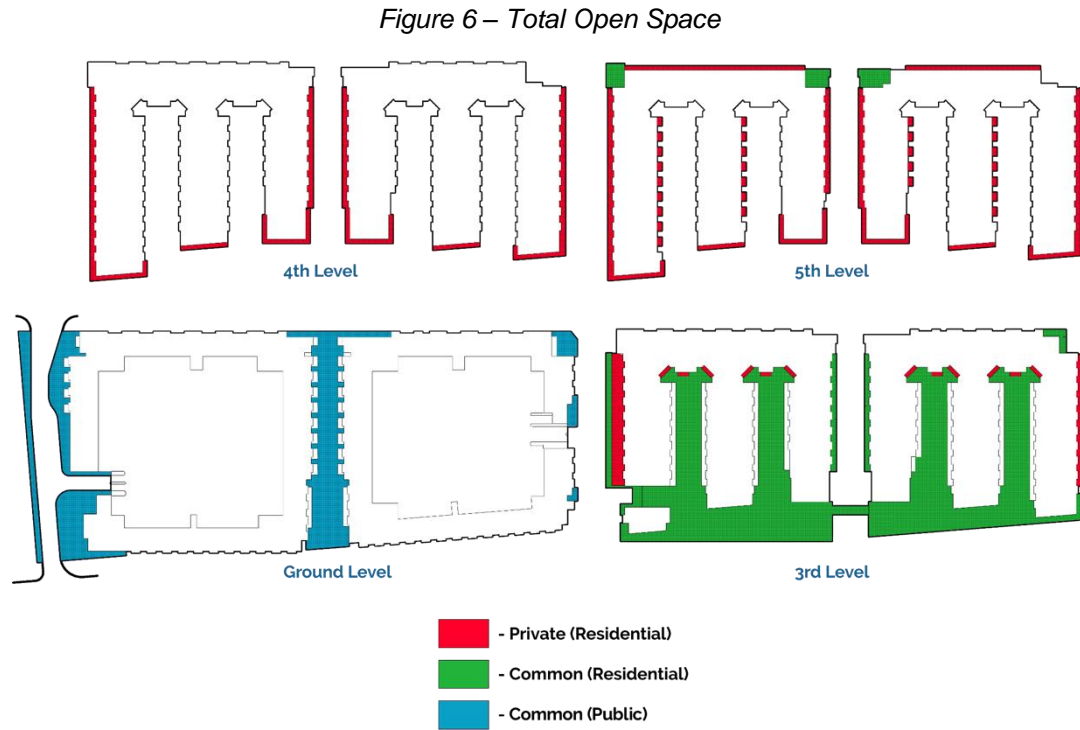


The 3rd floor terraces include garden areas and paths, landscape berms with benches/trees, boardwalk connections, outdoor pool with cabanas, outdoor BBQ and dining areas, fire pits, space for classes and events, and general seating and lounge areas. Other outdoor amenities (ground level) include outdoor restaurant seating and dog run area, and the 3rd floor also includes five separate indoor amenity spaces such as fitness, clubhouse and community rooms. The applicant has given adequate attention to providing sufficient open space (both common and private) and amenities to create a more harmonious project in relation to the surrounding land uses.

SEASP (Table 6-9) requires overall open space at a minimum of 20 percent of the total project area. In this instance, the project area is defined as the site area which is 264,345 square-feet. Twenty percent of the overall site area is 52,869 square-feet. A minimum of 75 percent, or 39,651 square-feet of the required open space must be devoted to common open space (combination of public and private), with the remainder being devoted to private open space in the form of balconies, patios, etc.

As shown on submitted plans, the applicant is providing a total of 126,596 square feet of open space, a surplus of 73,726 square-feet above the minimum requirement. Regarding minimum common open space (public and private), the applicant is providing a total of 94,947 square-feet of common open space allocated among the 3rd floor open terraces and ground-level paseo, retail

plaza, dog-run area and public corner gateway plaza. Common open space is provided at a surplus of 55,296 square-feet above the minimum requirement. Figure 6 provides a visual breakdown of the allocation of open space provided for the project.



Section 8.2.1 (Gateways) of the SEASP ordinance identifies the intersection of PCH and Studebaker Road as one of the five major vehicular gateways into the southeast area of Long Beach (identified as the South Gateway). It further states that *“new development should reinforce the five gateway locations through careful site design and building placement”*, and *“important crossroads like PCH/Studebaker should feature landmark buildings or an appropriate open space that is functional.”*

Additionally, Sections 8.2.5 (Special Edge Conditions) and 8.3.8 (Corner Treatment) of the SEASP Ordinance calls for specific corner treatment to be incorporated where PCH intersects with Studebaker Road. Section 8.3.8 states, *“corners of significant intersections shall feature special architectural elements... buildings shall be set back to create space that marks the corner as significant with diagonal or curved walls at the corner.”* Other acceptable examples include *“a corner plaza and or gathering space”*, *“a public art installation”*, *“a landscape installation with columnar trees”*, or *“a prominent architectural element.”*

The applicant has worked with staff to address SEASP’s corner gateway requirements with the incorporation of a public art sculpture to be installed on the sidewalk of the western intersection of PCH and Studebaker Road. In order to utilize the space needed for the proposed art installation,

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the corner of Building B is “cut out”, creating a pedestrian circulation path around the sculpture in addition to landscaping and integrated outdoor furniture. It should also be noted that the City of Long Beach Public Works Department (Public Works) has plans to incorporate an extended “bulb-out” at this corner to further enhance the pedestrian and gateway experience. Staff is pleased with the applicant’s decision for the public art sculpture as the means to satisfy SEASP’s corner gateway requirements.

SPR findings also require that the project be consistent with the General Plan. The 2019 General Plan’s Land Use Element (LUE) designates the project site as the RSF PlaceType. Within the LUE, SEASP is identified as one of the nine specific regional facilities in Long Beach. RSF PlaceType has been applied to sites and areas in the City that serve a unique role, or population reaching beyond local concerns. Preferred land uses include uses that serve a regional need for medical and social services, education, goods movement, people movement, energy production and distribution, public utilities, and uses of a similar nature. Although the proposed project doesn’t directly address the goals of the preferred land uses within the RSF PlaceType, it does fit within the overall goals of SEASP in providing mixed-use development to address underperforming commercial areas and support needed housing in this part of the City. In fact, as described in more detail later in this report, the subject site is listed on the Housing Element Site Inventory as a site identified by the City for the development of housing to meet the City’s housing needs.

It is of particular importance to Goal 6 in the Housing Element (HE) to address documented fair housing disparities including lack of access to housing in high resource areas. Specifically, HE Policy 6.7 is to “*identify mechanisms to increase production and access to housing in high resource areas through the City’s 2022-2026 Consolidated Plan update.*” This location within the Southeast area of the City is a designated high resource area where the City lacks sufficient housing, particularly multifamily housing. Providing units in high resource locations such as SEASP is mandated by the State of California to facilitate more housing with access to jobs, quality schools, and environmental conditions that are demonstrated to benefit households and families through access to these resources. The adoption of the SEASP Ordinance in designating the subject site within the MU-CC sub area serves to address HE Policy 6.7 by providing a mechanism to allow increased housing opportunities within an area that has been typified by underperforming commercial development in previous years.

One of the citywide goals identified in the LUE of the General Plan is to accommodate strategic growth and change (Goal No. 3 of the LUE). Under this goal, the City aims to encourage this growth within strategic locations while preserving existing neighborhoods. The LUE identifies the subject site as a target for one of the eight major areas of change that are the focus of the land use concept: “Revitalize the Belmont Pier Complex and Alamitos Bay to highest and best use”.

The LUE states, “*The Alamitos Bay Landing area, located at the terminus of Marina Drive along the San Gabriel River and Alamitos Bay, has gone decades without major reinvestment. The shopping center and restaurants are outdated and not well integrated with the Alamitos Bay setting. Envisioned improvements include new parking facilities, more buildings, public spaces, viewing areas and seating along the waterfront, pedestrian and bicycle paths and waterfront-friendly landscaping. Increasing coastal access, recreation and visitor-serving uses would help make Alamitos Bay Landing a much more enjoyable and successful place.*”

With the project site in close proximity to Alamitos Bay, the construction of a new mixed-use housing development with 600 residential units to replace an underperforming shopping center is anticipated to enhance the general vitality of the area, considering the inclusion of a public paseo, viewing decks, and pedestrian-oriented development to be utilized by future residents.

Strategy No. 7 of the LUE is to “implement the major areas of change identified in this Land Use Plan (Map LU-20).” In particular, LU Policy 7-12 is aimed at developing and implementing a plan for SEASP that establishes the area as an important gateway and builds on residential neighborhoods that are complemented by businesses and commercial services, protects wetlands and local coastal habitat and creates attractive streetscapes with buildings designed at appropriate scale and form. The proposed mixed-use project is anticipated to strengthen the existing residential neighborhoods and create synergy with existing commercial uses with the introduction of 600 residential units next door to the existing 2nd & PCH commercial shopping center.

Another of the citywide goals identified in the LUE of the General Plan is to diversify housing opportunities (Goal No. 5 of the LUE). Under this goal, the City aims to promote and expand affordable housing options by accommodating a range of housing types and providing opportunity for an increased supply of housing through focused density throughout the City. Under the Strategy No. 12 of the LUE (“diversify Long Beach’s housing stock”), LU Policy 12-4 is to “allow new high-density residential growth to occur within multi-family neighborhoods in a manner that is context sensitive and compatible to surrounding uses and buildings and that provides a range of housing types and options that meets the needs of Long Beach residents.” The proposed project includes 600 residential units comprised of 22 different unit types, from studios to three-bedroom dwellings, which will help diversify housing in southeast Long Beach.

The 2013 Mobility Element of the General Plan identifies several streets in SEASP as candidate corridors for “Character Change”, of which PCH is included. These streets are characterized as roadways constructed with a focus on automobiles, but that may be better served by slowing vehicles and providing enhanced facility for other travel modes, such as cycling, skating or walking. The Mobility Element outlines three major goals in which the City plans to keep people, goods, and resources moving with maximum efficiency and minimum impact to traffic flow, environment, and quality of life.

Goal No. 1 of the Mobility Element is to “create an efficient, balanced, multimodal mobility network.” Within this broader goal, Strategy No. 1 is to establish a network of complete streets that complement the related place types. Additionally, Strategy No. 2 is to reconfigure streets to emphasize modal priorities. In accordance with both strategies and the Mobility Element as a whole, SEASP sets forth several street design standards to correspond to the “Character Change” corridors identified in the Mobility Element. Figure 7-8 – PCH provides a streetscape design stipulating the right-of-way components required for the section of PCH adjacent to the project site. These components include a roadway median, multi-lane road, raised buffer for bike lanes, two parkways and a sidewalk, and an outdoor dining/retail zone.

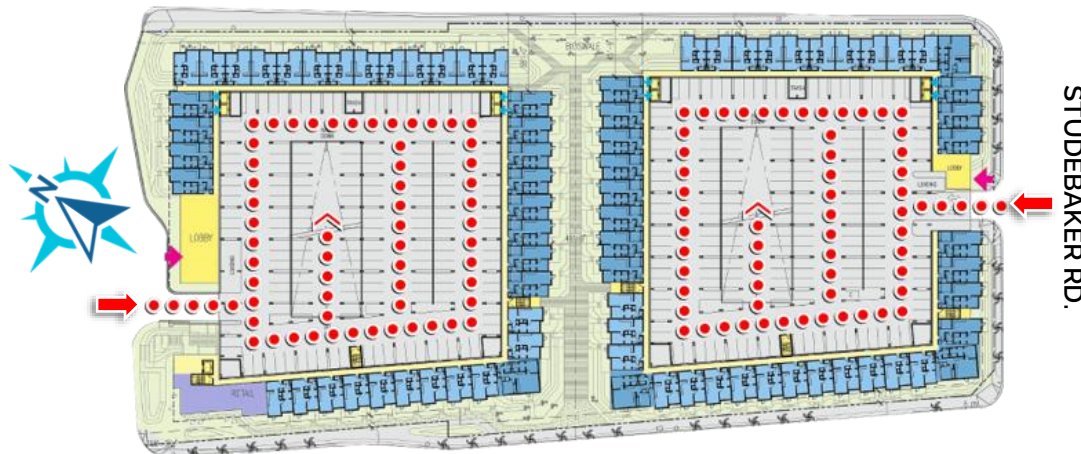
The proposed project meets the requirements of the PCH streetscape design standards with the incorporation of each component, with the exception of the dining/retail zone adjacent to parkway area. The proposed project includes only a small percentage of retail uses relative to its overall size, which will be located on the opposite side of the PCH frontage. Therefore, the incorporation

of an outdoor dining/retail zone along PCH is not feasible for the proposed project. Nonetheless, the project does incorporate outdoor patio/porch areas that front PCH to allow residents the opportunity dwell outside near the public right-of-way. Currently, the section of PCH adjacent to the project site contains one sidewalk, no parkway areas, and a small bike lane with no buffering from vehicular traffic. The inclusion of the required PCH streetscape standards addresses the following Mobility Plan policies:

- *MOP Policy 1-1: To improve the performance and visual appearance of Long Beach’s streets, design streets holistically using the “complete streets approach” which considers walking, those with mobility constraints, bicyclists, public transit users, and various other modes of mobility in parallel.*
- *MOP Policy 1-3: Improve auto-oriented streets (such as Pacific Coast Highway and Lakewood Boulevard) so pedestrians using the stores or services can walk comfortably and feel safer navigating the busy thoroughfare, regardless of their point of origin — from the surrounding neighborhoods or via transit.*

Related to mobility, vehicular circulation onto the site is initiated with two ground-level entrances on either side of the property. As shown in Figure 7 below, vehicular entrances into the three-level parking garages are located along Studebaker Road to the southeast and an internal street (separating the project site from the 2nd & PCH project) to the northwest.

Figure 7 – Vehicular Entrances



The three-level parking garages are oriented to allow open vehicular circulation with no dead-end spots and easy access to each parking space. The parking garages will provide a total of 1,156 parking spaces, many of them in a tandem configuration. Projects within SEASP are required to comply with the parking standards of Chapter 21.41 of the LBMC, with up to a 15 percent reduction for projects that provide an adequate parking study.

Per the standards of Chapter 21.41, within the Coastal Zone, parking for residential uses is calculated at a rate of one space per studio unit, two spaces per units of one bedroom or greater, and one space per every four units for guest parking. Furthermore, parking for restaurants is calculated at a rate of ten spaces per 1,000 square-feet of dining area. The project will include 20

studio units, 373 one-bedroom units, 195 two-bedroom units, 12 three-bedroom units, and 4,000 square-feet of restaurant tenant space (with 2,500 square-feet of dining area). This equates to a total requirement of 1,355 parking spaces. A parking reduction of 15 percent equates to 1,151 parking spaces with the submission of a parking study. The applicant has provided a parking study, which is included as a technical study within the projects SEASP Compliance Checklist, which will be discussed further.

Local Coastal Development Permit

Pursuant to Section 21.25.903-B.2 of the LBMC, all development projects which require additional discretionary review (SPR) within the Coastal Zone triggers the requirement for a LCDP, to ensure that development commences in accordance with the City's certified Local Coastal Program (LCP). Although LCDPs are subject to the determination of the City's Zoning Administrator, staff is presenting this request for Planning Commission consideration. In order for an LCDP to be approved, positive findings must be made in relation to the LCP (Attachment D – LCDP Findings).

Two critical findings for LCDPs are that the proposed development conforms to the certified LCP, including all requirements for replacement of low- and moderate-income housing and that it conforms to the public access and recreation policies of Chapter 3 of Coastal Act. Regarding the replacement of low- and moderate-income housing, the proposed project will replace an existing commercial shopping center that has a total of approximately 67,930-square-feet of building area with a 600-unit mixed-use development. Although the proposed project does not include any affordable dwelling units, no existing low- or moderate-income housing would be displaced. The addition of market-rate units argument the housing supply and will over time reduce cost burden and overcrowding across the entire citywide housing market, including within the Coastal Zone.

Regarding public access and recreation policies within Chapter 3 of the Coastal Act, the site is in very close proximity to Alamitos Bay (approximately 300 feet). Providing more housing in this location will increase access to the coast. Public access to the beach or applicable body of water will not be negatively impacted by the project, and the incorporation of the mid-block pedestrian paseo that runs perpendicular to PCH and Marina Drive will provide an additional point of pedestrian access to Alamitos Bay from PCH. The mid-block paseo will be conditioned to require continual public access for the life of the project. Also, projects developed within the coastal zone are required to provide construction management plans, to the satisfaction of the Director of Development Services. Practices outlined within the required construction management plan must be adhered to throughout the construction of the project. The project will also be subject to Public Works policies, to the satisfaction of the Director of Public Works.

The project is also in general alignment with the LCP and the Coastal Act. The view corridor and paseo combined with public open-space and amenities invited residents and visitors to the Coastal Zone and improves the visibility of Alamitos Bay over the status quo condition of the existing shopping center. The project accommodates housing growth without impacts to critical habitat or wetlands.

Housing Element Site Inventory

The project site is on the site inventory in the City's 6th 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 site 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 project site is zoned MU-CC, meets the criteria and was included in the Housing Element site inventory. The existing site, which has an existing commercial strip center, has been contemplated through the site inventory to facilitate 37 potential moderate-income units and 148 market-rate units.

Overall, the proposed project exceeds the number of units contemplated through the site inventory, providing a surplus of 415 units compared to what was estimated through the inventory. However, the proposed project does not include 37 moderate-income units as projected in the site inventory. Therefore, the City must demonstrate that its plans, policies and zoning can still facilitate the production of the 26,502-unit RHNA allocation.

Policies and Programs for Moderate Income Units

Like many cities throughout the state, Long Beach has struggled to produce moderate income units. As part of the Housing Element, the City has committed to a multitude of strategies for increasing production of moderate income units. One of the primary mechanisms for incentivizing the development of moderate-income units is through the City's Enhance Density Bonus (EDB) Program, which was adopted in 2021 to provide incentives and bonuses that go above and beyond those provided under state law in order to garner a larger number of affordable units than would otherwise be built. The EDB is designed with the greatest incentives for moderate income units because the City performed the poorest in providing moderate units in the 5th Cycle housing element of any category. In fact, in developing the site inventory, staff assumed that the subject site would produce moderate income units in exchange for incentives provided under EDB. Unfortunately, the EDB has not yet been certified in the Coastal Zone (EDB was approved by Coastal Commission in June 2023 but must still go back before the City Council).

Therefore, this project was not able to take advantage of the EDB program. Other strategies in the Housing Element for providing moderate income units include the inclusionary housing requirement for moderate income units in ownership projects (HE Policy 1-11); increasing the overall housing supply (Policy 1-1); providing for a variety of housing types in low density zones (ie duplexes, triplexes and Accessory Dwelling Units (ADU), see HE Program 2-4); facilitating "naturally

occurring” affordable housing typologies like bungalows and courtyards (HE Action 1.1.2); and providing assistance to first time homeowners including through down payment assistance (HE Program 3.3). Some of the zoning strategies such as the EDB and inclusionary program are implemented, while others are underway through the Citywide rezoning efforts. The City’s new Down Payment Assistance Program launched in spring 2023 through use of funding via the Consolidated Plan.

ADU Production

In addition to policies and programs to demonstrate the City can still meet its RHNA, the City is documenting other methods of meeting the RHNA units through the current development pipeline. Although the site inventory is the most well-known method for meeting the RHNA obligation, the City may meet its RHNA obligation through a combination of: the projected number of ADUs anticipated to be permitted based on recent trends; documentation of approved and proposed residential development projects in the pipeline; and through the 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.

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 6th 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 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 of ADU production 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 moderate-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 37 moderate-income affordable residential units and 148 market rate residential units on the site. The project includes 600 market rate units and represents a short fall of 37 moderate-income units from the moderate-income unit category that was envisioned for the site in the 2021-2029 Housing Element. However, with the introduction of 600 new market rate units, the project far exceeds the 148 market rate units projected for the site, contributing an additional 452 units countable toward the City’s RHNA.

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 37 moderate-income unit RHNA need despite the proposed residential capacity at the project site. The project identified below in Table 2 shows additional capacity for RHNA units and serves to offset some of the deficit that would be created by the approval of the current project.

Table 2 – Additional Capacity for RHNA Units

Application No.	Address	Zoning District	Description	Status	Site Inventory	Net Affordable
2202-31	200 E. 14 th Street	SP-1-TN	Site Plan Review for the construction of 36 new townhome condominium units including 20 affordable units.	Constructed	No	20 low-income units

In summary, while the project does not include a residential component to specifically meet the 37 moderate-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.

PUBLIC HEARING NOTICE

A total of 256 public hearing notices were distributed to a radius of 750 feet from the project site on June 22, 2023, in accordance with the requirements of LBMC Chapter 21.21. At the time of writing this report, no letters in support or opposition of the project have been received.

ENVIRONMENTAL REVIEW

Per California Environmental Quality Act Guidelines, Section 15162 and 15168 (c)(2), project activities are within the scope of activities analyzed in the SEASP Program Environmental Impact Report (State Clearinghouse No.2015101075) (EIR 02-16) and will not result in any new significant impacts (Attachment E – 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 F – 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 (Attachment G – Conditions of Approval).

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,



CUENTIN JACKSON
PROJECT PLANNER



ALEXIS OROPEZA
CURRENT PLANNING OFFICER



ALISON SPINDLER RUIZ, AICP
PLANNING BUREAU MANAGER



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DIRECTOR OF DEVELOPMENT
SERVICES

CHAIR AND PLANNING COMMISSIONERS

July 6, 2023

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Attachments: Attachment A - Vicinity Map
Attachment B – Plans
Attachment C - SPR Findings
Attachment D – LCDP Findings
Attachment E – SEASP Compliance Checklist
Attachment F – SEASP Program EIR
Attachment G – Conditions of Approval
Attachment H – SEASP Mitigation Monitoring and Reporting Program