

October 5, 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 Land Use and Urban Design Elements Program Environmental Impact Report (PEIR) (State Clearinghouse No. 2015051054) and warrants no further environmental review pursuant to CEQA Guidelines Section 15162;

Recommend that the City Council adopt an Ordinance and findings approving a Zone Change (ZCHG 19-004) from PD-25 Sub Areas 2b and 2e to R-4-U, which is a higher density multifamily residential district more consistent with the General Plan PlaceType;

Approve a Site Plan Review (SPR 19-028) and the findings and conditions of approval thereto, for the construction of a new six (6) story multi-family building with a minimum of 160-units for seniors (including twenty (20) affordable units at the very low-income level) with a minimum of 74 vehicular parking spaces and 23 bicycle parking spaces;

Approve a vesting tentative parcel map (VTPM 19-004) and findings and conditions of approval there to, to consolidate nine (9) lots with five (5) lots having frontage on Atlantic Avenue and four (4) lots with street frontage along Vernon Street and an unnamed, vacated, north south alley into one (1) 38,264 square foot (0.88 acre) irregularly shaped site; and,

Accept a General Plan Conformity Finding (GPC 19-004) for the vacation of an unnamed, north-south alley between the parcels facing 2515-2545 Atlantic Avenue and the parcels facing 550-572 Vernon Street. (District 6)

APPLICANT: 2515 Atlantic, LLC
c/o Matt Benson and Gene Bramson
7400 Beverly Blvd.
Los Angeles, CA 90036
(Application No. 1910-23)



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DISCUSSION

The project site is a triangular shaped parcel located at the southwest corner of Long Beach Boulevard and Vernon Street. The overall site comprises nine (9) parcels and is a vacant, city-owned Successor Agency property with the street addresses of 2515-2525 Atlantic Avenue and 550-572 Vernon Street. The site includes an unnamed alley that is proposed to be vacated. The project site is located within the Atlantic Avenue Planned Development (PD-25) and has a General Plan PlaceType of Transit-Oriented Development Moderate (TOD-M / 10 st). Table 1 summarizes the existing land uses for the properties that comprise the proposed development site, as well as properties surrounding the site.

Table 1 – Existing and Surrounding Land Uses, Zoning and General Plan

Address/Location	Existing Land Use	General Plan Placetype	Zoning
Development Site Parcels			
2515 Atlantic Ave.	Vacant	TOD M/10st	PD25 (2b)
2525 Atlantic Ave.	Vacant	TOD M/10st	PD25 (2b)
2527 Atlantic Ave	Vacant	TOD M/10st	PD-25 (2e)
2535-2539 Atlantic Ave.	Vacant	TOD M/10st	PD-25 (2e)
2545-2545 ½ Atlantic Ave.	Vacant	TOD M/10st	PD-25 (2e)
550 Vernon St.	Vacant	TOD M/10st	PD-25 (2e)
560 Vernon St.	Vacant	TOD M/10st	PD-25 (2e)
566 Vernon St.	Vacant	TOD M/10st	PD-25 (2e)
572 Vernon St.	Vacant	TOD M/10st	PD-25 (2e)
North			
539-45 Vernon St.	4 dwelling units	TOD M/ 10st	PD-25 (2b)
547-549 Vernon St.	2 dwelling units	TOD M/ 10st	PD-25 (2b)
575 Vernon St.	66 units – Long Beach Senior Living	TOD M/ 10st	PD-25 (2b)
South & West			
2507 Atlantic Ave	Single story self-storage	OS/2st	PD-22 (1)
East			
612 Sunrise Blvd.	Vacant	TOD M/10st	OS/2st
2530 Atlantic Ave.	5 commercial units	TOD M/10st	PD-25 (1)
2536-2542 Atlantic Ave.	4 dwelling units	TOD M/10st	PD-25 (1)
2546-2550 Atlantic Ave	1 dwelling unit	TOD M/10st	PD-25 (1)
2556 Atlantic Ave	1 dwelling unit	TOD M/10st	PD-25 (1)

Project Proposal and Design

The applicant proposes to construct a 160 unit, five-story over one-and-a-half podium level multi-family building for seniors on the project site. The overall site area includes nine (9) parcels which are proposed to be consolidated into one (1) 38,264-sf (sf) (0.88 acre) site and includes the vacation of the unnamed north-south alley which bisects the properties facing Atlantic Avenue and the properties facing Vernon Street (Attachment A – Vicinity Map). The project will include the provision of twenty (20) units as affordable housing units at the very low-income level.

The project (Attachment B – Plans) requires four entitlement application requests including a Zone Change, Site Plan Review (SPR), Vesting Tentative Parcel Map and General Plan Conformity Finding. The Planning Commission’s role with these requests is two-fold. First, the Planning Commission is the final decision maker on the SPR and Vesting Tentative Parcel Map. The Commission’s decision on these two items will be final, unless the decision is appealed to the City Council. Secondly, because the Zone Change and General Plan Conformity Findings are legislative actions, the Planning Commission is the advisory and recommending body. The City Council would be the final decision maker on the Zone Change and the General Plan Conformity Finding. The four requested entitlements are summarized below:

Zone Change: The applicant is requesting a zone change to Dense Multiple Residential, urban (R-4-U) which is a residential zoning district which allows for density at this location, based on the property size of 38,264 sf, at a rate of one dwelling unit per each 400 sf of site area; this formula would allow for 95.66 or 96 units. The proposed zone change would not only support the proposed development, but the change would also make the zoning more consistent with the General Plan designation of TOD-Moderate.

1. The existing zoning on the site is a combination of PD-25 subarea 2(b) and PD-25 subarea 2(e) which does allow for residential uses; however not at the density contemplated within the General Plan and required by the covenant agreement between the City (city-owned property) and the Applicant, which is approximately 175 units, with a minimum of 11 percent held affordable for very low-income individuals/families. Therefore, City staff support the proposed Zone Change (Attachment C – Zong Change Findings).
2. **Site Plan Review:** For a project with greater than fifty (50) dwelling units and/or 50,000 sf of gross building area, site plan review approval by the Planning Commission is required. SPR considers general design objectives and guidelines and consistency with the General Plan and zoning. City staff supports the SPR request as all these applicable objectives and requirements are met by the proposed project design. These are discussed in detail in the SPR Findings (Attachment D – Site Plan Review Findings). Significant off-site improvements are required in conjunction with this approval, including street, sidewalk, and parkway improvements. These and other required

improvements are detailed in the Conditions of Approval (Attachment E – Conditions of Approval).

- 3. **Vesting Tentative Parcel Map:** The applicant is requesting approval of a Vesting Tentative Parcel Map (Attachment F – Vesting Tentative Parcel Map) which will vacate the existing unnamed north south alley and combine all nine (9) parcels into one lot. This will allow facilitation to construct the proposed existing building. City staff supports this request as it is consistent with the General Plan and Zoning Development standards for the R-4-U Zoning District. Details are discussed in the parcel map findings (Attachment F – Vesting Tentative Parcel Map Findings).
- 4. **General Plan Conformity Certification:** The applicant is requesting vacation of the north south alley which bisects the properties of the proposed overall site. Vacation of the north south alley is required for project approval and the project could not be completed without the vacation.

The project will contain indoor and outdoor common space, including courtyards, a pool and spa, community room and gym, and individual private open space areas in the form of balconies or patios. Although the project is not required to provide parking due to its proximity to public transit, a minimum of 70 parking spaces and 23 bicycle parking stalls will be provided. The building will contain a mix of studio, one-bedroom, and two-bedroom units. The table below shows the unit mix for the market and affordable units.

Table 2 – Unit Mix

Unit Type	Market Rate Units	Affordable Units
Studio	51	7
1-bedroom	72	10
2-bedroom	17	3
TOTAL	140	20

The building is shaped to maximize views from the individual units toward the outside or the interior courtyard areas. The proposed elevations have a contemporary modern design and include the use of smooth finish stucco along with aluminum architectural elements with a teak finish and a shiplap panel system in a gray color. The primary colors utilized are white and gray with two tones of orange used as an accent. The private open space balconies either have a 42” high glass guardrail or a steel guard rail. Vinyl windows are utilized with a gray framing system. Typical commercial/retail storefronts are proposed in the similar gray framing and the proposed windows for the residential units (Attachment B – Plans).

Density Bonus, Affordable Units, Concessions/Waivers

The portion of the project related to density bonus includes incentives or concessions. The applicant has requested that the City approve the project in accordance with the City’s

Enhanced Density Bonus (EDB) Ordinance (Chapter 21.68 of the City's Zoning Code). In addition to the bonus to allow for more density than the base zone allows, applicants who provide the required amount of affordable housing qualify for concessions and incentives when relief from specific development standards is needed.

Pursuant to the EDB, the Applicant is proposing twenty (20) affordable units (20 percent) at the very low-income level in the project, which pursuant to Table 21.68-3 within Chapter 21.68 entitles the project eligible for a density bonus of 100 percent of the market rate units because the project is located within 1/2 mile of a major transit stop (A-Train – Long Beach Blvd Station). The base density upon which the density bonus was assigned was calculated utilizing the methodology provided in the Zoning Code for properties zoned R-4-U. The base density allowance is based upon overall site area and site width. In this instance, the overall site area is 38,264 sf in area and has an overall lot width of approximately 146 feet. To facilitate greater housing opportunities, if the site width and area are in ranges located in different rows in Table 31.2B of the Zoning Code, then the higher of the two (2) densities is allowed. In this instance, the density would be one dwelling unit per each 400 sf of site area ($38,264/400 = 95.66$ rounded up to 96 dwelling units as the base density). Since the Applicant is providing 20 units (20 percent) of the base density as affordable ($20/96 = 20$ percent), the project receives a one hundred percent increase in their base density which is an additional 98 dwelling units in accordance with the EDB Ordinance. Therefore, the applicant could build up to a maximum of 212 units ($96+96+20 = 212$), however the project only proposes 160 units (including the affordable units), which is 52 units less than the maximum number of units allowed.

By providing affordable units at the very low-income level, the EDB Ordinance allows for certain concessions/incentives to provide relief from developments standards in order to ensure the affordable units can be built. For this project, the applicant is eligible for a maximum of nine (9) concessions/incentives. Certain concessions/incentives are listed within Chapter 21.68 as "on-menu" concessions/incentives that should be granted ministerially, while other concessions/incentives not on the menu could also be considered by the Planning Commission. On-menu concessions/incentives can include:

- Floor Area Ratio (FAR) increase of 40 percent
- 30 percent reduction in open space
- Allowance for all shared/public (in lieu of private) open space
- An averaging of FAR, density, parking, open space, or access across zones
- 15 percent reduction in transitional height requirements
- 30 percent reduction in an individual setback per concession (maximum one incentive per side or front yard with a maximum of two incentives on the rear yard.
- Maximum of...three additional stories in height in the Major Transit Stop area.

The Applicant's first request, from Section 21.68.070 Types of Eligible Concessions/Incentives, is for a 30 percent reduction in the side yard setback along Vernon Street. This concession is listed as an 'on-menu' by right concession/incentive. For the R-4-U Zoning District the street side yard (Vernon Street) setback is a maximum of fifteen

(15) feet, however the plans show only six feet 10 inches, a deficiency of eight feet two inches which is approximately a 45.6 percent reduction. The Applicant's request exceeds the maximum allowable on-menu concession by approximately sixteen (16) percent.

However, in addition to the 'on-menu' concessions/incentives, an Applicant may propose 'off-menu' concessions/incentives. One off-menu concession/incentive counts double (so one off-menu concession/incentive would count as two of the allowable nine) and is based upon the physical necessity of the incentive and the provision of affordable units. Additionally, only units that propose a minimum forty (40) percent density bonus may request an off-menu concession/incentive. Although the project is eligible for a 100 percent density bonus, this project as designed would take advantage of an approximately 67 percent density bonus. The project is also eligible for concessions/incentives and is asking that the side yard setback deviation be reduced an additional 15.6 percent. The SPR Committee found that this is a reasonable request in that the project site is irregularly shaped and that the applicant is eligible for a 100 percent bonus, far exceeding the base 40 percent bonus eligibility required for consideration of an off-menu concession/incentive. Again, the project is eligible for a 100 percent bonus by proposing more than 16 percent of the project dwelling units at the very low-income level.

The next concession requested is for less than the minimum required amount of private open space and the minimum dimensions. The Applicant is required to provide a total of 24,000 sf of open space area, and it may be split fifty percent (50 percent -- 12,000 sf) toward common open space and fifty percent (50 percent -- 12,000 sf) toward private open space. The Applicant is proposing to provide a total of 26,070 sf of open space, delineated as 14,200 sf toward common open space and 11,870 sf toward private open space (balconies). Although the total amount of proposed overall open space exceeds the requirement, there is also a requirement for the R-4-U zoning district that private open spaces must meet minimum dimensions of eight feet in both width and length, with a minimum area of 80 sf in area per private open space area. Some private open space areas fall short of the required minimum area of private open space dimensions and the overall private open space area is short by 130 sf of area; however, the common open space area exceeds the minimum required by 2,200 sf of area. The SPR Committee felt that since the provided common open space and its programming exceeded the minimum expectations, the 130 sf short private open space and the lack of meeting the minimum private open space dimensions would be acceptable in order to facilitate the affordable units and overall project which is additive toward the City's housing needs.

Building Programming

Since the proposed project is geared towards active seniors, a variety of recreational options are available, including a pool area, passive courtyard areas and interior common community rooms.

Table 3 – Building Programming

Level	Functions	Notes
Level 1	Vehicular Parking, Bicycle parking, MEP Areas, Trash Area	
Level 2	Residential Units, Gym, Mail Room, Community Room, Parcel Room, Active and Passive Courtyard Areas, Pool/Spa Area	Studio Units – 9 1-Bedroom Units – 7 2-Bedroom Units – 4
Level 3 through Level 6	Residential Units	Studio Units – 44 1-Bedroom Units – 64 2-Bedroom Units -- 16
Level 7	Residential Units and Roof Deck	Studio Units – 5 1-Bedroom Units -- 11

The average size of the residential units are as follows: 450sf for the studio units; 1-bedroom units – 600sf; and 2-bedroom units – 900sf. The units designated as affordable are located throughout the project and reflect a range of units available. The affordable units are comprised of seven (7) studio units; ten (10) 1-bedroom units and three (3) 2-bedroom units. The unit mix provides a variety of housing types and sizes which is compliant with General Plan Housing Element (HE) Policy 1.3 which seeks to accommodate a range of unit sizes and the housing needs of all socioeconomic segments of the community.

Open Space and Parking

All residents of the project, including those occupying the affordable units, will have access to all of the common area amenities throughout the project. This includes the gym, community room, and roof deck as well as the passive courtyard areas in the middle of the project.

Although the project is not required to provide parking under state law due to its proximity to high quality transit (pursuant to Assembly Bill 2097), the project Applicant is proposing to have a minimum of 70 parking spaces. The parking spaces, which are tucked under the building, would be accessed from one drive approach from Vernon Street. Bicycle parking, although not required, is also provided, and shows a minimum of 20 secured spaces in the middle of the garage.

Housing Element Site Inventory

One of the required findings relates to consistency with the City’s General Plan. All of the parcels for the proposed development are on the site inventory in the City’s 6th Cycle HE 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 parcels 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.

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 development or redevelopment), and whether the underlying zoning or PlaceType allows residential uses. In this case, all of the parcels are vacant and have a General Plan PlaceType of TOD-M (Transit-Oriented Development Moderate) / 10-stories and a consistent zoning district of PD-25 Subareas 2(b) and 2(e). Pursuant to the table below, the parcels that comprise the development site have been contemplated for a total of 101 units spread amongst three income levels, low, moderate and market rate.

Table 4 – Housing Inventory Units

APN	Address	Low Income Units	Moderate Income Units	Market Rate Units
7208-006-061	2515 Atlantic Ave.	15	0	0
7208-006-060	2525 Atlantic Ave	17	0	0
7208-006-058	2535 Atlantic Ave	17	0	0
7208-006-057	2545 Atlantic Ave.	17	0	0
7208-006-065	550 E. Vernon St.	0	1	4
7208-006-064	560 E. Vernon St.	0	1	5
7208-006-063	566 E. Vernon St.	0	2	8
7208-006-062	572 E. Vernon St.	0	3	11
# Of Units Across Income Categories		66	7	28
Total Number Of Units In Housing Inventory		101		

The project proposes 160 units including 20 very-low income units. Although the proposed project would provide more units total than what was contemplated in the site inventory, it would not provide as many low- or moderate-income units as contemplated on the site inventory as shown in Table 4. Therefore, the City must demonstrate that its plans, policies, and zoning can facilitate the production of the 26,502-unit RHNA allocation despite the loss of potential affordable units contemplated in the site inventory for this site. 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 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 increased nearly tenfold since 2018:

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

Despite these trends, the City took a conservative approach by using the three-year average for the years 2018, 2019 and 2020, which yielded an annual average of 159 units. The 6th Cycle HE 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 HE 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 (SCAG).

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 HE 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 HE, the overall project site was identified as likely to accommodate 101 dwelling units across three income categories, as

shown in Table 4. Because the proposed project includes only very low income and market rate units and no moderate- or low-income units, the project represents a shortfall of seven (7) moderate units, sixty-six (66) low-income units, but would have a surplus of 112 market rate that were envisioned for the overall site in the 2021-2029 HE. However, the project is not entirely void of countable units toward the City's RHNA and contributes 20 units toward the very low-income category and 140 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 HE 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.

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 HE, 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 EDB Program, which was adopted in 2021 to provide new development incentives in exchange for either low- or moderate-income units. Other strategies in the HE 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 (i.e. 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 First-Time Homebuyer Assistance launched in Spring 2023 through use of funding via the Consolidated Plan to support attainment of moderate-income ownership units.

In summary, while the project does not include a residential component to specifically meet the seventy-three (73) remaining units allocated for the site as shown in the low and moderate income categories (the market rate category has been met), pursuant with state law, the City has identified that it has the additional capacity, capability and feasibility based on increased production of ADUs, additional affordable projects currently in process by the Development Services Department's Planning Bureau on sites not previously included on the Sites Inventory list, and through policies and programs to facilitate the production of moderate income units.

ANALYSIS

Zone Change

The zoning and General Plan designation for the subject site are incongruent today, and a zone change would make the zoning more consistent with the General Plan pursuant to state law. The subject site is designated with the Transit Oriented Development Moderate (TOD-M) PlaceType, which is the most intensive citywide mixed-use PlaceType contained within the General Plan Land Use Element. The TOD-M PlaceType is reserved only for properties proximate to the highest quality transit in the City, such as the subject site which is proximate to a Metro A-line station. Staff are actively working to rezone all properties in the City, but the subject property has not yet been rezoned through this program. Therefore, although the zone change request is applicant driven, the request would also update the zoning to be more consistent with the General Plan.

Additionally, the property under consideration is a Successor Agency property which is now City owned. In October 2016, the Applicant entered into an agreement with the City to develop the site area. The City required that as part of the Purchase and Sale Agreement executed with the Applicant, a restrictive covenant which requires the following: development of a senior housing project with approximately 175 dwelling units and at least 11 percent of the units restricted to very-low income residents. In order to reach a minimum of 160 dwelling units, a zone change to R-4-U would be required that would work in conjunction with the requirements in the Code as well as the City's EDB Ordinance.

The project site currently has a zoning designation of PD-25 subareas 2b and 2e and residential uses are a permitted use within these subareas at the R-4-U density (one dwelling unit per each 400 sf of land area). Based upon the property size of 38,264 sf, a maximum of 96 dwelling units would be permitted which is not close to the approximately 175 units required by the covenant between the City and the Applicant. However, since the property is within an area one-half mile from the A-Line Rail Station, the property can benefit from a 100 percent enhanced density bonus. The enhanced density bonus would allow up to a maximum of 192 dwelling units constructed on the property (not including the density bonus units). Nevertheless, the Applicant is only proposing 160 dwelling units, a reduction of 32 units or 17 percent.

Vesting Tentative Parcel Map

The overall project site area consists of nine (9) different parcels, five (5) parcels face Atlantic Avenue and the other four (4) parcels face Vernon Street. A vesting tentative parcel map is proposed to consolidate the nine (9) lots and the unnamed, north south alley.

General Plan Conformity Findings

Before an application for the vacation of public right of way can go before the City Council, a finding of conformity with the maps and policies of the General Plan must be made by the Planning Commission. The General Plan consists of 13 elements and each element carries the same authority concerning land use issues. Staff 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 the unnamed, north south alley which bisects the project site and General Plan consistency findings for the same, are presented below.

Land Use Element Consistency

The 2019 Land Use Element (LUE) divides the City into fourteen (14) land use districts, called PlaceTypes, which provide general guidance as to the appropriate type and density of land uses. All of the properties within the overall site are located within the TOD – M / 10st (Transit Oriented Development Moderate) PlaceType due to the site location within proximity of the A-Line station on Long Beach Boulevard. The TOD – M / 10st PlaceType allows for a mix of uses at a moderate urban density and moderate intensity commercial uses. The north south alley located behind the properties which face Atlantic Avenue, bisects the project site would be incorporated into the overall project site area.

According to the LUE, a subdivision approval (which includes the proposed alley vacation) is considered consistent with the LUE when the density of the proposed subdivision meets the PlaceType’s residential density. In this case the vacation of the alley to become part of the development of the overall project 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 Place Type, 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 served by a range of flexible, convenient, affordable, and energy efficient transportation options for residents and visitors alike. The north south unnamed alley to be vacated has been found by the Public Works Department as no longer necessary for prospective public use or convenience as it would be incorporated in the overall site and developed with a six (6) story single senior apartment building. The existing rights of way along Atlantic Avenue and Vernon Street provide adequate vehicular and pedestrian access to the development site. The proposed vacation of the alley would not be detrimental to the movement of people and goods to the subject site and there is no other connectivity to any other property. The proposed vacation is therefore consistent with the Mobility Element.

PUBLIC HEARING NOTICE

A notice of public hearing was mailed on September 21, 2023, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code. Notices of public hearing were also posted at the subject site on September 21, 2023, also in accordance with the requirements of Chapter 21.21. No public comments in response to these notices were received at the time this report was prepared.

ENVIRONMENTAL REVIEW

Per the California Environmental Quality Act (CEQA) Guidelines, Section 15168 (c) (2), project activities are within the scope of activities analyzed in the Land Use Element of the General Plan Program Environmental Impact Report (State Clearinghouse Number 2015051054) (EIR 03-16) and will not result in any new significant impacts (Attachment H – Compliance Checklist with the Land Use/Urban Design Programmatic EIR). The LUE PEIR was originally circulated between September 1, 2016, and November 18, 2016, recirculated June 18, 2019, and August 16, 2019, and ultimately certified by the City Council in December 2019 (Attachment I – Land Use/Urban Design Elements Programmatic EIR).

Based upon an anticipated buildout of the LUE, a programmatic level analysis was conducted. There are several topical areas within the LUE program EIR for which there were found to be significant impacts that 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, Greenhouse Gas, Noise and Transportation). All mitigation measures for the Program EIR are included as conditions of approval for the proposed project.

Respectfully submitted,



AMY HARBIN, AICP
PROJECT PLANNER



ALEXIS OROPEZA
CURRENT PLANNING OFFICER



ALISON SPINDLER-RUIZ, AICP
PLANNING BUREAU MANAGER



CHRISTOPHER KOONTZ, AICP
DIRECTOR OF COMMUNITY
DEVELOPMENT

CK:ASR:AO:ah

- Attachments:
- Attachment A – Vicinity Map
 - Attachment B – Plans
 - Attachment C – Zone Change Findings
 - Attachment D – Site Plan Review Findings

Attachment E – Conditions of Approval

Attachment F – Vesting Tentative Parcel Map

Attachment G – Vesting Tentative Map Findings

Attachment H – Compliance Checklist with the Land Use/Urban
Design Programmatic EIR

Attachment I -- Land Use/Urban Design Elements Programmatic
EIR