

June 17, 2021

CHAIR AND PLANNING COMMISSIONERS  
City of Long Beach  
California

**RECOMMENDATION:**

Recommend that the City Council accept Negative Declaration ND08-20;  
and

Recommend that the City Council adopt Zoning Code Amendment ZCA20-017, consisting of changes to the Long Beach Municipal Code (LBMC) that would amend sections 21.25.506 (Findings Required), Chapters 18.15, 18.16, 18.17, and 18.18 related to impact fee waivers for affordable units in mixed-income buildings, and add a new chapter (Chapter 21.68) related to the following: establishing an Enhanced Density Bonus Ordinance to facilitate the development of mixed income, multifamily housing by establishing regulations that offer a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income housing units.

APPLICANT: City of Long Beach, Development Services Department  
411 West Ocean Boulevard, 3<sup>rd</sup> Floor  
Long Beach, CA 90802  
(Application No. 2012-25)

**BACKGROUND**

The State of California has identified and acknowledged a need for affordable housing. In order to address this need for affordable housing, the State has adopted various programs and incentives to facilitate and expedite the construction of affordable housing, including the Density Bonus Law (Govt. Code Section 65915). The Density Bonus Law was originally enacted in 1979 to help address the affordable housing shortage and to encourage development of more low-and moderate-income housing units. Over 40 years later, the City, region and State face even greater affordable housing challenges.

Density bonus is a regulatory tool to encourage the production of affordable housing. In exchange for inclusion of affordable units in a development, project applicants are given an increase in density over density permitted by the City's zoning regulations, as well as





development standard concessions and incentives. The granting of density bonuses and concessions and incentives are intended to allow more total units to be built on a site so that the greater number of market-rate units in a project can help financially offset the costs of building a percentage of affordable units in market-rate development. The City adopted the State density law in 1988, with a most recent local update in 2006, to provide density bonuses consistent with the State Density Bonus statute for projects that include lower income rental units, moderate income condominium (for sale) units, and housing for seniors and persons with disabilities.

Over the past few years, the City Council has adopted policy direction related to facilitating the production of affordable housing units in response to the well-documented housing shortage in Long Beach, across the region and state. In May 2017, the City Council adopted 29 policy recommendations<sup>1</sup> to support the production of affordable and workforce housing. Policy 1.4 directs Staff to promote the City's Density Bonus Program to all multifamily housing developers. In December 2018, the City Council received and filed the Everyone Home Long Beach<sup>2</sup> report. Recommendation 2e calls for expanding the number of rent-stabilized units through options such as production, policy and preservation.

The State Density Bonus has only been used a few times in the past two decades and has proven to be ineffective in generating affordable housing as a component of market-rate development. Based on analysis of past development proposals, developer feedback, and "ground truthing" exercises to estimate how various development scenarios could play out on different types of sites, Staff has concluded that the State Density Bonus has not been well utilized because it does not provide sufficient density bonuses, incentives and concessions to make it financially feasible in most cases to include affordable housing in new market-rate development. This condition is due to a combination of regulatory constraints as well as physical site and financial constraints.

In particular, the City's restrictive zoning regulations have proven to be a significant factor in inhibiting new housing development in most areas of the City. Recent studies confirm that substantially greater density bonuses and incentives, such as those contemplated in the proposed ordinance, are necessary to encourage both market-rate and affordable housing production. The proposed ordinance is complementary legislation designed as a counterpart to the City's recent adoption of the Inclusionary Housing Policy. The Inclusionary Housing Policy requires a percentage of affordable units in all new housing developments but is limited to projects in Downtown and Midtown (Inclusionary Housing Policy Subarea 1). Market studies conducted to inform the development of a citywide inclusionary housing policy concluded that mandatory inclusionary housing requirements could not be supported by development in other parts of the City (Inclusionary Housing Policy Subarea 2) due in part to the restrictive development regulations. The proposed Enhanced Density Bonus ordinance addresses this gap and provides a more viable,

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<sup>1</sup> <https://www.longbeach.gov/globalassets/lbds/media-library/documents/news/2017/17-0509-final-v5-report-revenue-tools-and-incentives-for-affordable-housing>

<sup>2</sup> <https://www.longbeach.gov/globalassets/everyone-home-lb/media-library/documents/news/everyone-home-lb-task-force--recommendations-sm-file>



voluntary inclusionary housing option by establishing greater bonuses and incentives than State Density Bonus regulations. This approach will encourage mixed-income projects outside of Downtown and Midtown, areas which have not seen new residential development in recent decades due in part to the restrictive zoning. Once the viability and frequency of development in these areas outside of downtown has improved, the City may revisit the Inclusionary Housing Policy to expand the mandatory program Citywide.

The proposed ordinance will make more feasible mixed use, mixed income, multifamily development along many of the City's major corridors, consistent with the 2019 General Plan Land Use Element (GPLUE) Update, which planned for and contemplates mixed use development on many of the City's underused/single use corridors. The adopted GPLUE anticipated accommodating much of the City's anticipated growth and housing need on these transit-served corridors. As required by State law, the City is currently undertaking a multiyear phased geographic rezoning program to bring the City's zoning into conformance with the 2019 adopted General Plan. The proposed ordinance is necessary to facilitate production of market-rate and affordable housing both during this interim period, while the rezoning is occurring, as well as during the timeframe of the upcoming Housing Element cycle, in order to accommodate the City's share of regional housing need for the coming decade (see more background on the Housing Element Update below).

## **DISCUSSION**

The proposed Enhanced Density Bonus (EDB) involves amendments to the City's Municipal Code, primarily to Title 21 (Zoning Ordinance) to establish regulations to allow a "bonus" of increased density, development standard concessions, and other incentives in exchange for increased levels of affordable housing and other desired services such as on-site childcare, in order to facilitate the development of mixed-income, multifamily housing Citywide, with increased density bonuses and incentives focused in high quality transit areas (Attachment A – Draft Ordinance). The ordinance would apply Citywide and is called an "enhanced" density bonus because it would allow bonuses in excess of those permitted by the State Density Bonus Law.

The proposed EDB not only helps implement policy direction of both the Mayor's Affordable & Workforce Housing Taskforce as well as the Everyone Home plan and paves the way for a Citywide expansion of inclusionary housing requirements in the future, as discussed above, but is also an early implementing action of the 2021 Housing Element Update. The City is currently updating the Housing Element of the General Plan (the 6th Cycle of the Housing Element for 2021-2029), as required by State law. The Housing Element provides the City with a roadmap for accommodating the projected number of housing units needed to house existing and future City residents and guides future decisions that impact housing.

By way of context for the proposed ordinance, housing need in the region and the City has continued to increase and housing availability and affordability continues to be a matter of local, regional and statewide concern. Consequently, the State mandates that each city accommodate its share of the region's housing needs as established by the



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Regional Housing Needs Assessment (RHNA), which is set by the California Department of Housing and Community Development (HCD). The City is located in the Southern California Association of Governments (SCAG) region, which has a region-wide RHNA allocation of 1.34 million housing units for the Housing Element cycle from 2021 to 2029; through the state-mandated allocation process, the City's 6<sup>th</sup> Cycle Housing Element RHNA allocation is 26,502 units.

The RHNA allocation is broken down into four income levels - very low, low, moderate, and above moderate. Each jurisdiction must demonstrate in its Housing Element that, through its land use policies and zoning capacity, it can accommodate its total RHNA number as well as the allocation by income level. Of the City's 26,502-unit RHNA allocation, 15,346 or 58% of the units are required to be affordable in one of the three affordability categories. By comparison, the City's 5<sup>th</sup> Cycle RHNA allocation for the 2013-2021 Housing Element was 7,048 units and included 4,009 affordable units across the very low, low, and moderate-income categories. Through 2020, with only one year left in the cycle, Long Beach has only issued building permits for 17% of its affordable housing unit RHNA target. In the 6<sup>th</sup> cycle update, unlike past years, the City has to provide a more detailed roadmap of how the Housing Element will meet its RHNA allocation by income level, and there are a growing number of state laws that create penalties for lack of compliance.

The proposed EDB ordinance is intended to help address the current housing crisis and assist the City in its efforts to meet a projected housing demand of 26,502 units, 15,346 of which are required to be affordable, through 2029 (as required by the State in the upcoming Housing Element cycle). As proposed, the EDB would sunset, unless readopted by the City Council, either when the City meets its RHNA allocation or in 2030, whichever comes first.

**Regulatory Framework.** As outlined in Attachment A, the proposed project involves amendments to the Long Beach Municipal Code (LBMC), primarily to Title 21 (Zoning Ordinance) to establish regulations to allow for increased density bonuses in excess of those permitted by the State Density Bonus Law, as well as development concessions, in exchange for increased levels of affordable housing, in order to facilitate the development of mixed-income, multifamily housing Citywide, with the greatest density bonuses and incentives focused in high quality transit areas.

Specifically, the proposed EDB ordinance outlines the following:

***Eligible Parcels.*** As proposed, the EDB ordinance would apply to properties anywhere in the City that allow residential uses and where five (5) or more housing units could be built without a bonus, based on the allowable densities and site size. Staff produced maps (Attachment B – Eligibility Maps) for informational purposes to generally show where, based on zoning or the General Plan PlaceType, five or more dwelling units may be permitted and could therefore be eligible for the Enhanced Density Bonus. .

***Geographic Tiers and Total Density Bonus.*** The eligible density bonus that can be attained for a development project is based on the level of affordability proposed in the



project and the location of the project. Bonuses are tiered based on the three geographic areas in the ordinance--the Base Area, and two types of Transit Priority Areas defined by state law, which are High Quality Transit Corridors (HQTC), and Major Transit Stops.

State Law defines a Major Transit Stop as a site containing any of the following: an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This definition also includes planned major transit stops that are included in the applicable regional transportation plan<sup>3</sup>. HQTCs are defined by State Law as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours<sup>4</sup>. Both Major Transit Stops and HQTCs constitute high quality transit. Due to the proximity to high quality transit, California Environmental Quality Act (CEQA) Guidelines state that “generally, [land use] projects within one-half mile of either an existing major transit stop, or an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.”

The EDB ordinance intentionally directs the greatest density bonuses for infill sites in these Transit Priority Areas in order to incentivize the greatest amount of housing development near high quality transit. The amount of density bonus a project could be eligible for depends on its location and proximity to transit, with greater bonuses directed to infill sites in Transit Priority Areas (Major Transit Stop and High Quality Transit Corridor areas) to incentivize the greatest amount of housing development near high quality transit, consistent with sustainable development strategies laid out in the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and State law that aim to reduce Greenhouse Gas Emissions (GHG) by reducing Vehicle Miles Traveled (VMT). For example, in the Base Area (areas in the City that do not meet the definition of Transit Priority Area), the maximum density bonus across all income categories is 70%. Along High-Quality Transit Corridors (HQTCs), the maximum density bonus is 90%, and in Major Transit Stop areas, the maximum density bonus is 100% as shown on Transit Priority Map (Attachment C – Transit Priority Map), which maps the various Transit Priority Areas in the City.

**Concessions.** Concessions offer relief from certain development standards that could otherwise preclude the construction of a mixed-income multifamily housing project or make it cost-prohibitive to provide affordable units in a development project. In the EDB ordinance, the number of concessions a project could seek is based on the percent density bonus a project qualifies for, which is tied to the amount and type of affordable units proposed for a project. On-menu concessions or incentives (referred to generally as concessions) are provided “by-right” based on the eligibility described above, while off-menu concessions would require review by the Planning Commission to determine whether the concession is physically necessary in order for the project to provide the proposed affordable units.

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<sup>3</sup> California Public Resources Code (PRC) § 21064.3 and § 21155(b)

<sup>4</sup> PRC § 21155



On-menu concessions include Floor Area Ratio (FAR) increases, reductions in non-residential parking, open space, transitional height, and individual setback requirements. On-menu concessions also include height concessions that would allow an additional story of height per incentive and a maximum two-story increase in the Base Area, and three stories in Major Transit Stop and HQTC areas. Height increases would be subject to transitional height requirements, as applicable (see below), and each additional story would count as its own incentive. Off-menu incentives potentially include relief from other Zoning Code requirements not included on the “on-menu” list that an applicant demonstrates are needed to provide the affordable units. Off-menu incentives can for example include additional requests for additional stories beyond those offered through the “on-menu” list. Applicants may only request off-menu concessions if they are providing at least enough affordable housing to be eligible for a 40% density bonus (which as an example in the base area would require 8% very low income units or 12% low income units). Each off-menu incentive would count double toward the maximum number of concessions allowed, meaning if one off-menu concession was granted, it would count as two concessions toward the maximum number of concessions allowed. All off-menu concessions would require approval by the Planning Commission and could only be approved upon the determination of the physical necessity of the incentive in order to provide the affordable units.

***Number of Concessions.*** The maximum number of concessions an EDB project may be eligible for is nine (9) concessions.

***Concessions for Projects Subject to Inclusionary Housing Requirements.*** Adopted by City Council on February 2, 2021, the Inclusionary Housing Ordinance LBMC Section 21.67) generally requires that residential development projects that are located in the Midtown or Downtown areas of the City and that propose ten or more dwelling units include a percentage of the total dwelling units as on-site affordable units. The newly required affordable percentage is phased and increases by year and begins with a 4 percent moderate-income requirement for for-sale residential projects and a 5 percent very-low income requirement for rental residential projects. Projects that are subject to the Inclusionary Housing Ordinance may also take advantage of the density bonuses, incentives and concessions but are eligible for fewer concessions, with a maximum number of six concessions based on the total percent density bonus a project qualifies for.

***Transitional Height Requirements.*** Height incentives for EDB projects are also subject to transitional height requirements to ensure context sensitivity and to minimize, to the extent feasible, impacts on adjacent properties. The proposed ordinance requires projects with height increases that share a lot line with or are across an alley from an R1 or R2 zone that is occupied by a single-family home or duplex, to step-back any height increase over 12 feet at least ten feet from the exterior face of the ground floor of the building face.

***Special Bonuses and Concessions for Large Units and Childcare Facilities.*** The lack of sufficient larger housing units to meet existing demand for Long Beach households



and families is well documented through the Housing Element. Additionally, there is a lack of sufficient access to childcare facilities in the City. Therefore, projects that provide on-site childcare facilities could have that portion of the project exempted from Floor Area Ratio (FAR) and parking requirements and are eligible for an additional incentive. Projects with the following percentage of large/family units, including some affordable units, are eligible for up to an additional 20% in density bonuses beyond what is already provided; however, the bonus can never exceed 100%.

- More than 25% 2-bedroom units of 970 square feet (SF) or larger
- More than 5 percent 3-bedroom units of 1140 SF or larger

**Parking Requirements.** *Parking* – EDB projects are eligible for parking reductions and may avail themselves of either the reductions offered by the State regulations or the parking reductions offered through the proposed ordinance. Per the ordinance, projects may use either of the reductions, whichever results in the lower parking requirements. The proposed ordinance would allow parking reductions found in the following table:

0-1 Bedrooms	0.75 space/unit
2 Bedrooms	1.00 space/unit
3 Bedrooms	1.25 space/unit
Guest Parking	1 space / 8 units
Commercial Parking	First 6,000 square feet exempt; zoning code parking requirements apply beyond 6,000 square feet

The parking requirements established by the State Density Bonus law can be found in the table below and are inclusive of parking for persons with a disability and guest parking and are provided in the table below:

0-1 Bedrooms	1 space/unit
2-3 Bedrooms	1.5 spaces/unit
4 and more Bedrooms	2.5 spaces/unit

The above parking ratios reflect the changes made to the State Density Bonus statute by Assembly Bill 2345 (AB 2345), effective as of January 1, 2021. As noted in the table, it further reduced the parking rate requirement to 1.5 onsite parking space for 2- to 3-bedroom units. The latest state law also grants additional parking reductions to certain eligible projects that also provide unobstructed access to a major transit stop.

AB 2345 relieves developers entirely from onsite parking requirements for a) housing development projects where 100% of the units are rental units that are affordable to lower income families and are located within one-half mile from an accessible major transit stop with unobstructed access to the major stop; and b) senior housing projects, comprised of 100% affordable rental units, that have either paratransit service or unobstructed access, within one-half mile, to a fixed bus route service that operates at least eight times per day. Additionally, the parking required for projects with at least 11% very low-income or at least



20% low-income units and which are located within one-half mile to a major transit stop with unobstructed access to the major transit stop, is 0.5 parking space per unit, inclusive of parking for persons with a disability and guests. Therefore, per State law, projects in the Major Transit Stop Transit Priority Area (within one-half of a Major Transit Stop) that provide at least 11% very low-income or at least 20% low-income units are only required to provide 0.5 parking spaces per unit.

Similarly, per the proposed ordinance, EDB projects comprised of 100% affordable units shall not be required to provide on-site parking.

***Review Process and Affordability Restriction.*** All EDB projects will be required to go through Site Plan Review, which will allow the City to review the projects for compliance with objective design and development standards aimed at addressing project compatibility with surrounding development, to the extent feasible. Projects with requests for off-menu incentives will require a Site Plan Review by the Planning Commission.

***Administrative Provisions.*** An EDB project's very low, low, and moderate affordable units would be eligible for waivers from specified development fees, such as parks and recreation and transportation development fees. The EDB ordinance includes a sunset clause that would sunset the ordinance either on October 1, 2030, unless extended by City Council, or if the City fulfills its 6<sup>th</sup> Cycle RHNA requirements for very low-, low-, and moderate-income units. Lastly, an applicant may request to use the EDB ordinance, as applicable, or the State Density Bonus Law but may not utilize both programs.

As part of this Zoning Code Amendment, additional findings will be added to LBMC 21.25.506 (Findings Required) no-net-loss, consistent with LBMC Chapter 21.11 and recent State legislation to ensure that the construction of any housing development project does not result in a net loss of affordable residential housing units in the City.

***No-Net-Loss Requirements for EDB Projects.*** Based on recent City Council direction and community input, the draft ordinance is designed to maximize the preservation and replacement of existing affordable units to the maximum extent feasible. EDB projects will be subject to no-net-loss provisions that exceed those currently required by State law and LBMC Chapter 21.11 (No-Net-Loss) adopted by City Council earlier this year. As proposed, it includes requirements for replacement of existing affordable units, in addition to the affordable housing units required to receive the Density Bonus. The number and affordability levels of the replacement units required shall be determined based on the number of units on the site that are affordable to lower-income households, regardless of whether or not the household occupying the unit was lower-income. The policy goal is to stabilize the amount of 'naturally occurring' affordable housing regardless of the incomes of the households who resided within them. This ensures that all EDB projects would result in a net increase in units with affordable rents.

***Consistency with State and Local Policies.*** Since the proposed action involves an amendment to the City's Zoning Ordinance, the Planning Commission must review and act upon this matter. The Planning Commission's role is to make a recommendation to the City Council consistent with adopted policies and plans (Attachment D – Findings).



The proposed EDB ordinance would help implement the City's General Plan goals for accommodating a range of housing units Citywide, including affordable housing, with a focus on locating housing near transit. It further supports State policy direction by including provisions intended to promote affordable housing in Long Beach.

The EDB ordinance is also consistent with the following General Plan policies:

*Land Use Element (LUE)/Urban Design Element (UDE) policies:*

- LU Policy 1-2: Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs;
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs;
- LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place;
- LU Policy 13-1: Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.
- LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown; and,
- Policy UD 14-2: Acknowledge transitions between commercial and residential uses by requiring new development in higher-density centers and corridors to transition in height, massing, scale, and intensity in a thoughtful way to provide a buffer to lower density residential development.

*Mobility Element policies:*

- MOP Policy 1-17: Develop land use policies that focus development potential in locations best served by transit.

Lastly, in addition to being an early implementing action of the Housing Element Update that is now underway, the EDB ordinance is both consistent with and also implements the following policies set forth in the City's current 2013-2021 Housing Element:

- Policy 2.1 Continue to implement the City's density bonus program to provide incentives for housing that is accessible and affordable to lower income households, seniors, and disabled persons (including persons with developmental disabilities);
- Policy 3.10 Support programs and projects which link affordable housing with other community development goals and resources;
- Policy 4.2, which encourages a balance of rental and homeownership opportunities, including high quality apartments, townhomes, condominiums, and single-family homes to accommodate the housing needs of all socioeconomic segments of the community;



- Policy 4.5 Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts; and,
- Policy 5.2 Offer financial and/or regulatory incentives, such as density bonuses and fee reductions/waivers, where feasible, to offset or reduce the costs of developing affordable housing.

**Summary July 16, 2020 Study Session – Planning Commission.** The EDB ordinance was presented at a Planning Commission study session on July 16, 2020, as part of a suite of housing ordinances that would serve as early implementation measures of the Housing Element Update. The Planning Commission discussed the following:

- EDB is complementary to the Inclusionary Housing Policy (IHP); it is a key piece of it especially in subarea 2 (areas outside of Downtown and Midtown where IHP does not yet apply);
- Concerns regarding eliminating parking requirements for 100% affordable projects; and,
  - *Staff response: Eliminating parking as part of the ordinance does not mean that a developer will not still provide some amount of onsite parking as a project amenity. As discussed above in the parking section of the report, recent updates to the State Density Bonus Law as part of AB2345 relieve developers entirely from onsite parking requirements for specific projects that are located within one-half mile from an accessible major transit stop with unobstructed access to the major stop.*
- Would the reduction of the impact fees proposed as part of the Ordinance be proportional to the number of affordable units in an EDB project?
  - *Staff response: Fee waivers would only be applicable to the affordable units within the project. The Code currently only provides relief from impact fees for low and very low-income units and projects under this EDB ordinance would be granted relief for moderate income units as well.*

**Summary of Community Engagement and Public Comments.** The community outreach for the EDB ordinance was conducted as part of the Housing Element Update outreach process. The ordinance framework was presented at outreach meetings on August 12, 2020, April 28, 2021, and May 1, 2021. The August 12, 2020 Community Forum meeting was attended by a total of 40 community members. The inquiries and comments at that meeting spanned a wide range of housing-related topics, such as the Inclusionary Housing policy and additional strategies that the City is pursuing or should pursue to increase production of housing, and affordable housing production in particular. Feedback on the EDB ordinance at that meeting consisted of a concern that the 100%



bonus could be predatory; another comment received was that the goal of EDB should be to increase the proportion of affordable units by stimulating market-rate housing.

Approximately 100 members of the public attended the April 28 and May 1 meetings. Generally, comments received were in regard to the need for more affordable housing and the quality of housing; some concerns were raised regarding parking included (or excluded) with affordable housing; concerns regarding the difficulty in finding affordable housing in the City; housing for families; and concerns expressed about not having enough parking or infrastructure to support new housing. Some participants underscored the need for more housing, particularly affordable housing, Citywide, while others expressed concerns over whether and where new housing should be built.

Information on the EDB ordinance has also been included in the virtual open house for the Housing Element Update that has been available for people to review and provide feedback through at any time via the Housing Element Update website. The virtual open house has been available since December 2020.

The City has received consistent feedback from community members and housing advocates about the need for more affordable housing, including during recent processes such as the adoption of the Inclusionary Housing ordinance, the Framework for Reconciliation, and the amnesty program for informal dwelling units. Additionally, in many recent planning processes, there has been an identified need for greater access to childcare which the EDB is designed to help address through additional incentives for projects that provide on-site childcare.

### **PUBLIC HEARING NOTICE**

In accordance with public hearing notification requirements for a Zoning Code Amendment in Long Beach Municipal Code (LBMC) Section 21.21.302.C, notice of this public hearing was published in the Long Beach Press-Telegram on June 3, 2021. Notices were also provided to City libraries that are currently open, notice posting was provided at City Hall but not at multiple locations. A notice of the proposed zoning code amendment was distributed through the City's LinkLB e-mail blast system and to individual stakeholders who have requested notification on this item.

### **ENVIRONMENTAL REVIEW**

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study/Negative Declaration (IS/ND-08-20), has been prepared for the project and finds that the project will not result in significant effects to the environment (Attachment E – IS/MND-08-20). The major concepts of the proposed EDB ordinance and the Negative Declaration were posted on the City website and published in the Long Beach Press-Telegram on May 3, 2021. The IS/MND was circulated for a 30-day public review period between May 3, 2021 and June 3, 2021. As of the writing of this report, Staff received a couple of questions, as well as two comments (Attachment F – Public Comments) on the ND from residents who expressed concerns related to lack of sufficient parking, utilities and infrastructure related to new developments.



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Respectfully submitted,



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Attachments:

- Attachment A – Draft Ordinance
- Attachment B – Eligibility Maps
- Attachment C – Transit Priority Map
- Attachment D – Findings
- Attachment E – Negative Declaration
- Attachment F – Public Comments