

Appendix B: Sites Inventory & Methodology

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Section B.1 Introduction

B.1.1 Overview and Purpose

According to California Government Code §65580-65589, the housing element must include an inventory of adequate sites that are zoned and available within the planning period to meet the jurisdiction's fair share of regional housing needs across all income levels. The sites inventory, in addition to projected accessory dwelling units (ADUs) and entitled or in process development projects, assists in determining if the jurisdiction has enough developable land to meet its Regional Housing Needs Allocation (RHNA), given its current regulatory framework and market conditions. This Appendix details the sites inventory and supporting analysis methodology and assumptions.



B.1.1.2 Regional Housing Needs Allocation

Jurisdictions must provide sufficient land to accommodate enough housing for all economic segments of the community. Compliance is determined by the jurisdiction's ability to provide adequate development capacity through appropriate development regulations and land use policies. The number of new units that must be accommodated is established through each jurisdiction's share of the region's projected housing needs for the planning period. This share for each jurisdiction is called the Regional Housing Needs Allocation (RHNA).

Southern California Association of Governments (SCAG), a regional planning agency, is responsible for distributing the RHNA to each jurisdiction within its six-county region (including the County of Orange).¹ The RHNA is distributed by income category. For the 2021-2029 Housing Element update, Seal Beach is allocated a RHNA of 1,243 units as follows:

- Very Low Income (less than 50 percent of AMI): 258 units (21 percent)
- Low Income (50 to 80 percent of AMI): 201 units (16 percent)
- Moderate Income (80 to 120 percent of AMI): 239 units (19 percent)
- Above Moderate Income (greater than 120 percent of AMI): 545 units (44 percent)

For this Housing Element planning period, October 15, 2021 through October 15, 2029, the City must ensure the availability of adequate residential sites to accommodate these units. This Appendix provides an overview of the methodology used to evaluate the adequacy of sites within

¹ Southern California Association of Governments (SCAG) covers a six-county region, including Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial.

[Seal Beach and identifies such sites for future residential development to fulfill the City's share of regional housing needs.](#)

B.1.3 Data

[The sites inventory analysis used data provided by the City, such as parcel data and building permit/entitlement information. The following is an overview of the data used:](#)

- [City and County-level parcel data, including General Plan land use designations, zoning information, and infrastructure availability](#)
- [ADU information](#)
- [Projects in the entitlement phase](#)
- [Prior housing element site inventories](#)
- [Annual Progress Reports to HCD during the 5th Cycle](#)
- [Zoning Code maximum density standards](#)
- [Google Earth aerial imagery](#)

Section B.2 Future Residential Development Potential

B.2.1 Accessory Dwelling Units

[State laws in effect since January 1, 2018, have eased the development standards and streamlined the approval process for Accessory Dwelling Units \(ADUs\). Table B-1 shows the number of building permits issued for ADUs in Seal Beach from 2019 through 2023.](#)

Table B-1: Permitted ADUs – Building Permits Issued

<u>Year</u>	<u>Permitted ADUs</u>
<u>2019</u>	<u>1</u>
<u>2020</u>	<u>2</u>
<u>2021</u>	<u>0</u>
<u>2022</u>	<u>0</u>
<u>2023</u>	<u>3</u>
<u>Total</u>	<u>6</u>
<u>Annual Average</u>	<u>1.2</u>
<u>Source: HCD</u>	

Over a 5-year period from 2019 through 2023, the City of Seal Beach issued an average of 1.2 ADU building permits per year. The City is estimating 1.2 ADUs to be produced each year, or 7.2 ADUs over the next six years (rounded to 7 ADUs), given recent historical trends and the length of the planning period (from October 15, 2021 to October 15, 2029).

The Housing Element incorporates feasible recommendations from this report to continue to incentivize ADU production to help meet the City’s RHNA (see Section 4 and below). Programs in the Housing Element to further incentivize ADU production include:

- Program 1h: Accessory Dwelling Units
- Program 1i: Accessory Dwelling Units Amnesty Program
- Program 1j: Accessory Dwelling Unit Monitoring Program

SCAG conducted a regional ADU affordability analysis to provide local governments in the region with assumptions for ADU affordability that can be used to assign projected ADUs to income categories. The ADU affordability assumptions identified in the SCAG analysis were applied to ADUs projected over the planning period are listed in Table B-2.

Table B-2: Affordability per SCAG ADU Survey

<u>Income Level</u>	<u>Percent</u>	<u>ADU Projections</u>
<u>Extremely Low</u>	<u>15%</u>	<u>1</u>
<u>Very Low</u>	<u>10%</u>	<u>1</u>
<u>Low</u>	<u>43%</u>	<u>3</u>
<u>Moderate</u>	<u>30%</u>	<u>2</u>
<u>Above Moderate</u>	<u>2%</u>	<u>1</u>
<u>Total</u>		<u>7</u>
<u>Source: SCAG, 2020</u>		

B.2.2 Entitled and Proposed Developments Current Projects Pending Approval

Because the RHNA projection period for the 2021-2029 Housing Element begins on June 30, 2021, housing developments that have already been proposed ~~or received entitlement~~ and are not expected to be issued a certificate of occupancy until July 1, 2021 or after, but are expected to be completed before the end of the planning period (October 15, 2029), can be credited toward the RHNA. **Error! Reference source not found.** lists the project that meet those criteria and can be credited toward the 6th Cycle RHNA.

Table B-3: ~~Approved/Entitled Developments~~ Current Projects Pending Approval

APN	Project Name	Status	Units by Income Level			
			Low	Moderate	Above Moderate	Total Net New ¹
130-012-55	Old Ranch Country Club²	Permit issued/Submitted Application			167	167
Total					167	167
<p>¹ No projects are located on parcels with existing residential units where the existing residential units will be demolished.</p> <p>² If approved, Old Ranch Country Club will include 116 family units and 51 senior units.</p> <p>Source: City of Seal Beach</p>						

[Approximately 4 acres of the 155-acre Old Ranch Country Club are proposed for housing. Existing uses at the Old Ranch Country Club include a clubhouse, golf course, and supporting amenities, most of which will remain. ~~most of which~~. This housing development application includes specific plan and development agreement components, and an Environmental Impact Report is being prepared for this project.](#)

B.2.1B.2.3 Assumptions

Density and Realistic Capacity Assumptions

[The City’s sites inventory relies primarily on the rezoning of existing commercial properties to a new zone that allows for high density residential, mixed-use developments under Program 1.b \(Mixed Commercial/Residential High Density Zone\). This new MC/RHD zone will allow residential development with a maximum density of up to 46 dwelling units per acre, and will require a minimum density of 40 dwelling units per acre. Sites in the City’s sites inventory that are being rezoned MC/RHD are conservatively assumed to develop at a capacity of 80 percent of maximum density \(80 percent of 46 dwelling units per acre, or almost 37 dwelling units per acre\), to account for the possibility of 100 percent commercial projects² and inefficiencies that can arise from parcel shape and orientation during the development process. In terms of land use controls, however, through Program 1.b the City will create development standards in the MC/RHD zone that are conducive to achieving the maximum density of 46 dwelling units per acre.](#)

[The City’s conservative realistic capacity assumption for sites to be rezoned MC/RHD \(80 percent of the maximum density of 46 dwelling units per acre\) is lower than the minimum density of 40 dwelling units per acre because that minimum density standard has not yet been adopted.](#)

² [Given the declining trend of brick-and-mortar retail/commercial coupled with COVID-19 pandemic impacts \(e.g., the increasing prevalence of working from home, decreases in demand for commercial real estate, etc.\) and continued market demand for housing, the likelihood of 100 percent commercial projects appears to be low. However, the City discounted capacity projections to nevertheless account for the possibility of 100 percent nonresidential uses.](#)

However, once the minimum density standard of 40 dwelling units per acre is adopted for the MC/RHD zoning district, the City will anticipate additional units than those projected in its sites inventory (however, this capacity is not counted in the sites inventory towards the City's RHNA). The City considers this conservative approach to give it an additional built-in "buffer" for the purposes of meeting its RHNA obligations during the 6th cycle and is committed to adopting minimum and maximum densities as described in this Housing Element.

Furthermore, realistic capacity assumptions have been reduced to account for the anticipated development footprint. All of the sites to be rezoned MC/RHD anticipate that residential development will only occur on existing surface parking lots. Parcels with structures, or portions of structures have not been included as a part of these sites. Capacity at these sites is anticipated to be infill. See Sections B.2.5, B.3.2, and B.3.4 for more information.

As described in Section 3.2 below, the following sites³ will be rezoned MD/RHD under Program 1b:

- Site 4: Accurate Storage
- Site 5: The Shops at Rossmoor
- Site 6: Old Ranch Town Center
- Site 7: Seal Beach Plaza
- Site 8: Seal Beach Center

One other site, Site 9, located at 99 Marina Drive, will be rezoned under Program 1a (Provide Adequate Sites for Housing through updates to the General Plan and Zoning Code) to the City's existing High Density Residential-33 zoning district, which allows a maximum density of 33 dwelling units per acre. The realistic capacity assumed at 99 Marina Drive was discounted to 70 percent of maximum density (i.e., 70 percent of 33 dwelling units per acre, or approximately 23 dwelling units per acre) to account for land use controls, although again, the City anticipates that the maximum allowable density of 33 dwelling units per acre will be achievable at this site.

Lastly, the City's sites inventory includes two sites that do not necessitate rezoning for the production of housing, 1780 Pacific Coast Highway (Site 1) and the Leisure World RV parking lot (Site 2), which are also projected to accommodate an assumed capacity of 70 percent of maximum density to account for land use controls and the possibility of 100 nonresidential development. 1780 Pacific Coast Highway is zoned Limited Commercial/Residential Medium

³ These commercial sites are in fact each made up of several individual parcels whose realistic capacity is calculated on a parcel-by-parcel basis. None of the sites in the inventory rely on consolidation for the purposes of calculating assumed capacity or income levels.

[Density, which allows a maximum density of 21.8 dwelling units per acre, and the Leisure World RV lot is zoned Residential High Density/Planned Development, and has a maximum density of 32.2 dwelling units per acre. See Sections B.3.2 and B.3.4 for additional information regarding the realistic capacities assumed for the sites inventory.](#)

Affordability Assumptions

State law⁴ establishes a “default density” of 30 units per acre that is suitable for lower-income housing in communities with a population over 25,000, [including Seal Beach. All lower-income sites in the sites inventory are consistent with](#) ~~The land inventory analysis is based on~~ this general affordability assumption⁵. However, ~~in determining site capacity,~~ State law provides that sites smaller than ½ acre, [or larger than 10 acres,](#) are not deemed adequate to accommodate lower-income housing need unless the locality can demonstrate that sites of equivalent size were successfully developed during the prior planning period for an equivalent number of lower-income housing units as projected for the site or unless the locality provides other evidence to the department that the site is adequate to accommodate lower income housing. ~~Sites~~ [All sites](#) smaller than ½ acre have ~~therefore~~ been allocated to the moderate or above moderate-income categories. [See Sections B.3.2 and B.3.4 for additional information regarding the realistic capacities assumed for the sites inventory.](#)

Density Bonus

Based on how existing financing applications for low-income housing tax credits, AHSC, and other funding sources are structured, affordable housing developments for lower-income households are most competitive to win funding when the project exceeds a jurisdiction’s base density and/or utilizes a density bonus. In the instance of 4% Low Income Housing Tax Credits, a new construction project must utilize a density bonus to even be eligible.

State law has been amended several times to allow density bonuses in exchange for the provision of affordable housing. Due to the high cost of land and construction, Seal Beach expects residential developers to take advantage of the density bonus provisions to include affordable units in new residential projects and improve fiscal feasibility of projects [- also see Programs 2a \(Streamline the Density Bonus Review Process\) and 2b \(Density Bonus Incentives and Information\) for more information on how the City will be facilitating density bonus applications. However, it is important to note that the City is not factoring in the possibility of additional units allowed by a density bonus in its realistic capacity nor affordability assumptions, nor to meet its RHNA obligations, although density bonus projects would of course help provide additional](#)

⁴ Government Code Sec. 65583.2(c)(3)

⁵ [In some cases, however, even if the maximum allowable density at a particular site is 30 dwelling units per acre or greater, the City has identified particular sites as affordable to moderate or above moderate income households, as allowed by the California Department of Housing and Community Development. No sites with maximum densities under 30 dwelling units per acre have been identified for lower-income units.](#)

[affordable housing. As shown in Table B-4, several housing development projects in the vicinity of Seal Beach have utilized density bonus provisions in recent years.](#)

B-2.2B.2.4 Methodology

Housing Site Inventory

Seal Beach is nearly built-out with almost no vacant developable land remaining. Therefore, the site inventory must rely primarily on non-vacant sites. The following pages detail the Housing Opportunity Sites that have potential for additional housing. The sites are broken into two categories: (a) underutilized sites that do not require zoning code changes summarized in Table B-6, and (b) sites where zoning modifications are proposed, summarized in Table B-7.

Where units could not be located at sites under present zoning, the City examined nonresidential areas where zoning amendments could facilitate residential development. A Housing Element Ad Hoc Committee was established and held two meetings to assist in identifying and evaluating potential sites for housing development. In addition, City staff contacted several property owners to assess interest in multi-family or mixed-use redevelopment.

To ensure sites selected for the site inventory do not have existing uses that are impediments to housing development, an analysis was conducted to select sites that are most likely to develop during the planning period. Development likelihood and feasibility was determined by a number of different variables, including improvement-to-land value ratio, existing lot coverage, lot size, future development potential, and existing uses, [and by recent patterns and trends in the region \(see table B-4 and Section B.2.5 for additional analysis on comparable patterns and trends\)](#). The City analyzed the most current parcel-level data across such variables to determine which sites were most appropriate for inclusion into the site inventory and to estimate the number of additional units that are likely to be developed. Bearing in mind that most of the developable land within the city consists of established residential uses, most of these areas were eliminated from consideration, as land assembly in a single-family neighborhood was considered infeasible.

As discussed in [Chapter IV—Appendix C Constraints](#), infrastructure systems such as water, wastewater, drainage and dry utilities are in place, and there are no known limitations that would preclude the anticipated level of development at any candidate site. In some instances, infrastructure may need to be upgraded to provide additional capacity. As part of future Land Use Element amendments and zoning changes to ensure availability of adequate sites (Program 1a), CEQA analysis will be conducted to analyze potential environmental impacts associated with any potential future infrastructure projects.

Recent real estate development trends in coastal Orange and Los Angeles counties demonstrate the increasing market feasibility of multi-family and mixed-use redevelopment [at densities of 30 units/acre or more \(Figure B-1\)](#). In addition, research conducted by the University of California,

Berkeley⁶²⁵to identify potential infill development opportunities in California concluded that the ratio of improvement value to land value (I/L ratio) serves as an indicator of the likelihood of redevelopment. That study utilized an I/L ratio of less than 1.0 for commercial and multi-family residential properties, and the authors of that study noted that this methodology "...has a strong theoretical and empirical basis: urban parcels for which improvement values are less than land values are widely considered to be economically underutilized. Indeed, many, if not most, market-rate infill housing projects are currently built on refill sites." The candidate sites listed in Table B-2²⁶6 and B-7⁷-were also reviewed by the Planning Commission and City Council at public hearings, as described in Appendix [CE](#), and property owners and other interested stakeholders had the opportunity to provide comments on sites that should be considered for additional residential development.

Airport Environs Land Use Plan (AELUP)

The Airport Environs Land Use Plan (AELUP) states that infill projects must comply with all applicable specific policies and development standards. As all opportunity sites comply with height restrictions, noise and safety standards, and are not within identified Accident Potential Zones (APZs) or Clear Zones (CZs), they all qualify as suitable sites.

In accordance with the Public Utilities Code (PUC) Section 21678, upon the adoption of an overrule action, the Housing Element shall not be subject to further Orange County Airport Land Use Commission (ALUC) review, unless the ALUC and the City both agree that individual projects shall be reviewed by the ALUC.

Additionally, pursuant to PUC Sections 21670 and 21676, serving as the final review authority, the City Council may, following a public hearing, overrule the ALUC by a two-thirds vote, provided that specific findings are made that a project is consistent with the objectives of PUC Section 21670 regarding the protection of the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimizes the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

The AELUP also sets forth noise, safety, and land use compatibility standards with the Joint Forces Training Base (JFTB) Los Alamitos. Concerning noise standards, AELUP Section 2.1.1 establishes the Community Noise Equivalent Level (CNEL) standards. One opportunity site, the Old Ranch Town Center, lies within the 60 dB CNEL contour for the JFTB Los Alamitos, and one opportunity site, the Shops at Rossmoor, is within the 65 dB CNEL contour. No sites are identified within the 65 dB CNEL. The Old Ranch Country Club site was formerly within the 60 dB CNEL

²⁵ University of California, Berkeley Institute of Urban and Regional Development, The Future of Infill Housing in California: Opportunities, Potential, Feasibility and Demand, 2005

²⁶ ~~The City property located on the NWS was not previously included in the Housing Element and has not received the same level of public review.~~

contour for the JFTB Los Alamitos, but has been reclassified as a pipeline site. No sites are identified for the 65-70 dBA CNEL noise contour. AELUP Section 3.2.4 requires residential uses to be developed with advanced insulation systems to limit interior sound to no more than 45 dB. The City's General Plan Noise Element also currently requires interior sound attenuation to 45 dB. Additionally, in compliance with AELUP Section 2.1.2 (Safety) safety standards, no opportunity sites are located within CZs.

Furthermore, concerning land use compatibility adjacent to JTFB Los Alamitos and consistency with the AELUP, any infill projects must comply with all applicable specific policies. Specifically, projects with heights of 200 feet or higher above ground level fall within the AELUP due to their potential adverse aeronautical effect. None of the housing opportunity sites violate the AELUP height restrictions, are consistent with the noise and safety policies, and are not situated within any identified APZs or CZs.

Based on these findings, the City Council determined that the resolution on the Housing Element is consistent with the noise, safety, and height standards, as well as the purposes and intent of the AELUP. Consequently, the Council overruled the ALUC's determination that the Housing Element is inconsistent with the AELUP. On August 29, 2022, the City Council conducted a public hearing on the matter and adopted the resolution. Thus, none of the housing sites exhibit issues identified in the AELUP, including the Shops at Rossmoor, the Old Ranch Town Center, and the Old Ranch Country Club.

B.2.3B.2.5 Suitability of Nonvacant Sites

Sites for Housing Development

Due to a lack of vacant land, the majority of the Seal Beach opportunity sites are in use to some degree. As will be described in more detail however, the sites are underutilized, and the opportunities to intensify and/or diversify the uses are feasible and make sense within the greater market area. While Seal Beach itself has experienced intensifications of site use, complete site redevelopment has been minimal. Nevertheless, several regional examples of redevelopment are readily available and Seal Beach is subject to the same market forces that bring such projects to fruition. Some examples of new housing developments in the region, including neighboring cities such as particularly in neighboring Long Beach, follow in Table B-4.

Table B-4: Comparable Residential/Mixed-Use Redevelopment Projects in neighboring cities in Long Beach

<u>Project</u>	<u>Address</u>	<u>Site Size (ac)</u>	<u>Previous / Existing Use</u>	<u>Built Height</u>	<u>Final Unit Count</u>	<u>Number of Affordable Units</u>	<u>By-Right Density (du/ac)</u>	<u>Density Bonus?</u>	<u>Status</u>	<u>Built Density (du/ac)</u>	<u>% of Max Density</u>
<u>Omni Marina Shores</u>	<u>6500 Pacific Coast Highway</u>	<u>6.17</u>	<u>Retail, vacant storefront, vacant restaurant</u>	<u>5 stories</u>	<u>600</u>	<u>0</u>	<u>Calculated by Southeast Area Specific Plan Trip Allocation for Mixed-Use Designations</u>	<u>No</u>	<u>Approved by Planning Commission July 2023</u>	<u>97.24</u>	<u>N/A</u>
<u>6700 PCH</u>	<u>6700 Pacific Coast Highway</u>	<u>2.61</u>	<u>Office, tuck under parking, surface parking</u>	<u>6 stories</u>	<u>281</u>	<u>13</u>	<u>Calculated by Southeast Area Specific Plan Trip Allocation for Mixed-Use Designations</u>	<u>Yes</u>	<u>Approved by Planning Commission April 2023</u>	<u>107.66</u>	<u>N/A</u>
<u>6615 PCH</u>	<u>6615 E Pacific Coast Highway</u>	<u>3.75</u>	<u>Parking lot, office building</u>	<u>6 stories</u>	<u>380</u>	<u>17</u>	<u>Calculated by Southeast Area Specific Plan Trip Allocation for Mixed-Use Designations</u>	<u>Yes</u>	<u>Approved by City Council September 2023</u>	<u>104.00</u>	<u>N/A</u>
<u>Heritage Gardens (Long Beach Senior Housing)</u>	<u>901-941 E Pacific Coast Highway</u>	<u>0.63</u>	<u>Commercial/Auto mobile</u>	<u>4 stories</u>	<u>68</u>	<u>67</u>	<u>44.68</u>	<u>Yes</u>	<u>Under Construction</u>	<u>107.94</u>	<u>242%</u>
<u>26 Point 2</u>	<u>3590 E Pacific Coast Highway</u>	<u>1.14</u>	<u>Commercial Retail/Office</u>	<u>5 stories</u>	<u>77</u>	<u>76</u>	<u>44.68</u>	<u>Yes</u>	<u>Under Construction</u>	<u>67.72</u>	<u>152%</u>
<u>The Cove</u>	<u>2121 W Williams St</u>	<u>0.87</u>	<u>Residential</u>	<u>4 stories</u>	<u>90</u>	<u>89</u>	<u>1,380 total units allowed in the Century Villages at Cabrillo Specific Plan</u>	<u>No</u>	<u>Under Construction</u>	<u>104</u>	<u>N/A</u>

The City has several functioning retail centers serving local and regional customers, but adding residential uses to these commercial centers could be financially beneficial. As described in Section B.2.3, To maximize viability, it is expected that a density bonus would be employed on top of a density of 46 du/acre. This approach has the added benefit of providing affordable units. The the City intends to develop is developing a mixed-use zone to apply to these sites that will allow high-density residential uses that will include a minimum–maximum density of 46 du/acre dwelling units per acre and minimum density of 40 dwelling units per acre (Program 1b). As mentioned, it is assumed that up to 50% of each retail site could be developed with residential uses as opposed to the entire site. While many of the residential/mixed-use projects described above are developing at densities approaching or in excess of 100 dwelling units per acre, indicating tremendous demand for housing in Seal Beach and its vicinity, two of the projects described above have allowable densities in the range allowed by the new Mixed Commercial/Residential High Density zoning district proposed in Program 1b: Heritage Gardens (Long Beach Senior Housing) and the 26 Point 2 project, which have allowable densities of 44.68 dwelling units per acre. Both of these projects have been developed at nonvacant sites.

These projects demonstrate that the density range proposed for the new Mixed Commercial/Residential High Density is consistent with other allowable densities that are currently producing housing. Development standards and land use controls, including heights, setbacks, parking ratios, etc. will be created as part of Program 2.b that ensure that the maximum density of 46 dwelling units per acre can be achieved.

Furthermore, all of the commercial sites being rezoned to Mixed Commercial/High Residential are proposed as infill development on parking lots, and do not require existing commercial uses to cease or discontinue. The existing uses at these commercial sites are not impediments to housing redevelopment. Therefore, it can be reasonably concluded that these sites have sufficient capacity to produce the housing assumed in Tables B-6 and B-7.

In addition, the two sites in the inventory that do not necessitate rezoning, 1780 Pacific Coast Highway (Site 1) and the Leisure World RV parking lot (Site 2) are in zoning districts that allow similar densities to those in the region where housing is being developed. 1780 Pacific Coast Highway is zoned Limited Commercial/Residential Medium Density, which allows a maximum density of 21.8 dwelling units per acre, and the Leisure World RV lot is zoned Residential High Density/Planned Development, and has a maximum density of 32.2 dwelling units per acre.

Viable projects in nearby Cypress (Lincoln West Apartments – maximum 30 dwelling units per acre) and Newport Beach (Newport Village Mixed-Use – maximum 20 dwelling units per acre) demonstrate that housing is being built in nearby jurisdictions at the densities allowed at these sites that do not require rezoning. See the site profiles in Section B.3.2 for more information.

State law provides for default density thresholds, specifically Government Code Section 65583.2(c)(3)(B)), which establishes that mixed-use or residential zoning allowing 30 units per acre is suitable to facilitate lower income housing in Seal Beach. The majority of the sites will allow for densities up to 46 units per acre, well above the State's threshold, to provide greater opportunity for affordability. For most of the sites, the City has assumed that 25% of the units will be affordable to lower income households, and 25% will be affordable to moderate income households, with the balance at market rate.

The COVID pandemic has had an impact on market conditions and appears to favor more development of housing on nonresidential sites. One impact of the COVID-19 pandemic is the acceleration and expansion of telecommuting/remote working. At this point, it appears the trend, though not yet stabilized, is likely to be broadly adopted by a large number of employers. Many office spaces have become vacant, idle or obsolete during this changing employment shift. There is evidence of increased efficiencies in working productivity as a result of reduced commuting and virtual meeting. This has further softened the nonresidential market and may create additional opportunities and incentives for redevelopment for or with residential uses. While a recovery in commercial activity is expected, it is not clear how long it might take to achieve pre-pandemic levels, if at all.

Figure B-1: Recent Southern California Mixed-Use Project Examples



Lampson Project (Los Alamitos) 12.3 acre office site to be rezoned to accommodate 246 multi-family units, 77 of which will be affordable to low and moderate income households.¹

This site is currently an office building and parking lot, and adjacent to Seal Beach.⁸

⁸ <https://cityoflosalamitos.org/DocumentCenter/View/2103/Lampson-Signed-Notice-Of-Preparation-PDF>



Legado Redondo (Redondo Beach)—3-acre mixed-use project with 115 residential units over 21,539 square feet commercial space⁹²⁶



Newport Village Mixed-Use (Newport Beach)—9.4-acre mixed-use project with 122 residential units + office/commercial¹⁴²⁷



2510 West Coast Highway (Newport Beach)—35 residential units + 10,975 sq. ft. commercial¹⁴²⁸



Marina Shores (Long Beach)—6.17 acres, occupied with credit tenants (though occupancy is decreasing as the project timeline progresses), is proposed to be redeveloped with 588 residential units. This site is immediately north of Seal Beach's border.²⁹

²⁶ <http://legado.net/what-we-do/projects-legado-redondo/>

²⁷ <https://www.newportbeachea.gov/government/departments/community-development/planning-division/projects-environmental-document-download-page/newport-village-mixed-use-project>

²⁸ <https://www.newportbeachea.gov/government/departments/community-development/planning-division/current-projects-and-cases/2510-west-coast-highway-mixed-use-project>



~~6700 Pacific Coast Highway (Long Beach) a 281-unit development on a 3.5 acres site where a current office building stands. This site is immediately north of Seal Beach's border.~~

~~7777 Edinger Ave (Huntington Beach) The former Huntington Beach Mall was re-envisioned as Bella Terra, a mixed-use development in the early/mid 2000's where much of the existing retail remained in place. Following the recent closure of Burlington, the owner proposes to intensify residential uses, adding an additional 300 housing units in vertical mixed use.~~

Sites for Rezoning and Suitability of Nonvacant Sites

Many cities have observed the deterioration of retail centers for a variety of reasons. In Seal Beach, the primary retail centers remain largely viable uses; however, there are few outdated structures and underutilized parcels where uses could be intensified through infill or partial redevelopment. The success of these centers and their overall appearance contribute to the possibility that residential uses could also be successful on these sites. These sites are generally located along Seal Beach Boulevard or Pacific Coast Highway and enjoy good access to transit, services, and amenities. Therefore, the City is proposing to allow these retail sites to be developed with higher density residential uses through a new high density residential Mixedmixed-Use-use zoning district (see Program 1.b: Mixed Commercial/Residential High Density Zone). Given the current operation of the retail centers, the City has assumed that a maximum of 50% of each commercial site in the inventory would be developed with residential infill uses on existing parking lots.

Based on land use patterns in the City, parcels with the following characteristics were included in the inventory:

- Retail centers with large, paved surface parking lots that provide opportunity for infill development;
- Underutilized sites that could wholly or partially redevelop with residential uses.

The resultant parcels were reviewed based on an additional set of factors:

- General characteristics, such as low existing Floor Area Ratio (FAR), and COVID-impacted uses, among others;
- Expressed interest from property owners or developers;
- Applications filed for new residential development.

To further encourage and facilitate the development of affordable units for low- and very low-income households, the City will ~~consider~~ [adopt](#) a menu of development incentive opportunities, including: streamlined processing, density bonus incentives, deferred impact fees, and reductions in development and parking standards, as indicated in the Housing Action Plan [\(Section 4\)](#). Funding for potential regulatory and financial incentives will be prioritized to encourage housing for extremely low- and very low-income households. Although rare, developers have occasionally requested to develop at densities below the maximum permitted on a given site. This typically occurs when market demand is inconsistent with development regulations. When this occurs, the City will work cooperatively with the developer to maximize the site's potential consistent with the General Plan and other community objectives. To ensure that adequate sites are available for the development of lower income housing during the 2021-2029 planning period, the City has included Program 1d to track the number of units built on parcels including in the City's sites inventory and to determine the remaining site capacity by income category. This will ensure the City takes appropriate action if a Housing Opportunity site is developed at a density below what is permitted

Section B.3 Adequacy of Residential Sites in Meeting RHNA

B.3.1 Summary

Table B-5 summarizes the City’s methods for satisfying its RHNA and outlines the unit capacity of the sites inventory based on density and affordability assumptions provided above in Section B.2.3 Based on ADU projections (Table B-2), entitled projects (Table B-3), and available sites (Tables B-6 and B-7), the City has capacity for 1,339 units across all income categories, resulting in an 8 percent, or 96-unit, surplus over the RHNA.

Table B-5: Residential Development Potential and RHNA

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
RHNA	See Very Low	258	201	239	545	1,243
ADUs	See Very Low	2	3	2	-	7
Approved/Entitled Projects	-	-	-	-	167	167
Remaining RHNA	See Very Low	256	198	237	378	1,069
Site Inventory (Baseline Sites) ¹	See Very Low	-		129	-	129
Surplus/(Shortfall)	(454) ²			(108)	(378)	(940)
Rezone Sites	534			117	385	1,036
Surplus/(Shortfall) with Rezone Sites	80			9	7	96
¹ . See Tables B-6 and B-7 for the complete inventory ³ . For calculation purposes, extremely low, very low-, and low-income totals were grouped. <i>Source: City of Seal Beach, LWC</i>						

The scenario in Table B-5 relies on zoning amendments, identified in previous sections, to ensure adequate capacity for all income levels. With completion of these amendments (Program 1a and 1b), the City will have adequate capacity in all income categories, as shown in Tables B-6 and B-7.

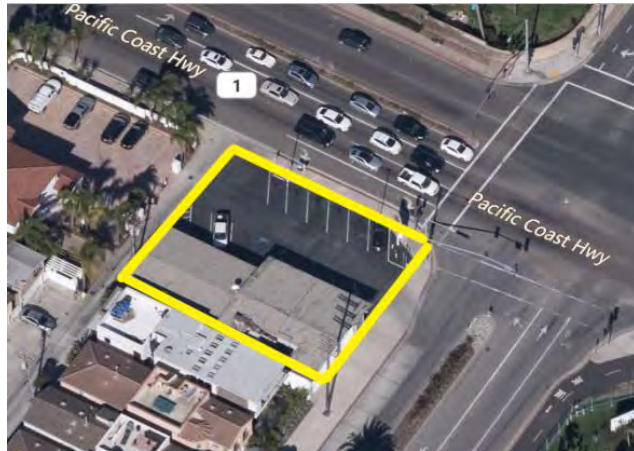
AB 725 requires that 25 percent of a city’s above-moderate income RHNA and 25 percent of the city’s moderate-income RHNA be met on sites which accommodate four or more units per site. As shown in Tables B-6 and B-7, 100 percent of Seal Beach’s above moderate-income RHNA and moderate income RHNA are expected on sites accommodating 4 or more units.

B.3.2 Site Profiles

In addition to the overall analysis, discussion and methodology described above, this section provides additional clarification and methodology on how the estimated number of residential units were determined for each site factoring the existing uses. Of the [42-8](#) site groupings listed in Tables [B-26](#) and [B-7](#), only one is vacant ([Site 9, 99 Marina](#)). The discussion below provides a brief explanation on the methodology used to calculate residential potential for each of the sites that are currently developed with various uses. [Also see Section B.2.3 for information regarding how realistic capacity assumptions were reduced to take into account the possibility of 100 percent non-residential use and other land use controls.](#)

Site 1 – 1780 Pacific Coast Highway (No Rezoning)

Location: 1780 Pacific Coast Highway, the eastern corner of the intersection of Pacific Coast Highway and Seal Beach Blvd. The site has housing to the rear of it, and retail to the north. Across the street to the south is the Naval Weapons Station, and to the west is single family residential.



APN: [199-061-01](#)

Current Use: Retail, specifically a small liquor store and a bait shop

Current Zoning Designation: Limited Commercial/Residential Medium Density (LC/RMD)

Size: 0.25 acres

Reason for Selection:

This parcel is developed with an older commercial building currently occupied by a liquor/convenience store. Due to the age and marginal condition of the structure, taken in combination with the value of the land, this site is an excellent and likely candidate for redevelopment with a new residential or mixed-use project. It is immediately adjacent to housing, with excellent access to goods and services.

Assumed Development Capacity:

This zoning designation allows residential use at up to [20-21.8](#) units/acre. The site can reasonably accommodate ground floor commercial use and parking with [fourfive](#) second-story housing units. Because of its [small-size maximum allowable density](#), this parcel has been listed in the moderate-income site inventory.

Site 2 – Leisure World (No Rezoning)

Location: Leisure World is a large, high-density residential senior community generally bound by Westminster Blvd, Seal Beach Blvd, the I-405, and the Los Alamitos Flood Control Channel. The community currently has 6,608 units. The opportunity site within the development is located along the eastern border, about one third of a mile from the southwestern corner of the community.



APN: [095-691-04](#)

Current Use: Recreational vehicle storage

Current Zoning Designation: Residential High Density – Planned Development

Size: 5.5 acres

Reason for Selection:

This is an underutilized site in a community that while not income-restricted, offers very affordable living options, with units selling far below the cost of condominiums elsewhere in the region. For example, a one-bedroom unit may be found for under \$300,000 while elsewhere pricing starts in the \$500,000 range. According to Figure IV-5, more than 75 percent of the population in Leisure World consists of low- to moderate-income households. Additionally, the community is already developed to higher densities, with a few buildings at three stories with parking underneath. Additional units could integrate well into the community and could spread ongoing maintenance and operational costs among a greater number of owners, helping to keep those costs in an affordable range. Furthermore, such development has precedent. The series of three-story buildings earlier referenced, known as Mutual 17, were built in the 1980s, well after the rest of Leisure World was developed, and include 126 2-bedroom, 2-bath condominiums on a little less than five acres. As only one percent of the site is proposed for redevelopment, and adequately sized common areas are present, the existing uses will not impede the anticipated amount of residential development. A development proposal at this site can be approved administratively. No additional zoning revisions are needed.

Assumed Development Capacity:

An additional ~~125450~~ [125450](#) ~~moderate-income~~ [moderate-income](#) units can be accommodated on approximately ~~5-5.5~~ [5-5.5](#) acres presently devoted to recreational vehicle storage at a density of ~~30-32.2~~ [30-32.2](#) units to an acre. New three-story buildings can accommodate parking on the ground level with units above. ~~As Leisure World home values are below market, half of the units are categorized as lower income, one quarter at moderate, and the balance at market to be conservative.~~

Site 3 – Accessory Dwelling Units (No Rezoning)

Location: Throughout the city, in all residential and mixed-use zones

Reason for Selection:

Accessory dwelling units (ADUs) represent a significant opportunity for affordable housing, particularly for single persons or small households including the elderly, college students, young adults, and caregivers.

Assumed Development Capacity:

While interest in ADUs has not historically been high in Seal Beach, recent changes to State law have increased awareness and interest. In the past year, the City has issued permits for seven ADUs, more than twice as many as in the prior year. In the first seven months of the 2023 calendar year, seven applications have been received with more anticipated, therefore it has conservatively been assumed that 50 ADUs will be built during this planning cycle. Given that ADUs can introduce low-income units in high resource areas, the City will undertake a number of steps to promote the development of ADUs and consider development of incentives to make ADUs affordable to very low-income households (Programs 1h, 1i). The City will monitor the effectiveness of its efforts twice a year and make adjustments as necessary (Program 1j).

The Southern California Association of Governments (SCAG) conducted a regional survey and reported the results in August 2020. SCAG's research supports an assumption that 73% of ADUs could be affordable to lower income households in Orange County (even assuming a 50/50 mix of 1- and 2-person households). Evidence from other jurisdictions throughout California indicates that between 17 and 50 percent of ADUs may be rent-free as the property owners provide housing for their adult children and/or aging parents. The inventory in Table B-2 implements SCAG's assumption of 73% of units at lower income, and the balance at moderate-income.

Site 4 – Accurate Storage (Rezoning Required)

Location: 1011 Seal Beach Boulevard. This site is bordered by office, commercial and light industrial uses to the north and west, by the City Police Station across Adolfo Lopez Drive to the south, and by the Seal Beach Naval Weapons Station across Seal Beach Boulevard to the east.

APN: [095-791-18](#)

Current Use: Self storage facility

Current Zoning Designation: High Density Residential (RHD-20)

Size: 4.4 acres

Reason for Selection:

Reason for selection: This site was previously selected as a candidate housing site due to underutilized parking, location close to services, and interest from the property owner. There are no known environmental constraints on this property, and the site has good access to employment and transit routes. Due to the high land value and relatively low utilization, there is significant financial incentive for residential development on this property.

Assumed Development Capacity:

As the current zoning did not result in redevelopment of this site with residential uses, the development assumptions have been revised. The improvement value to land value is less than 1.0 (0.54), indicating a likelihood for redevelopment, with conversion of the outdoor storage being the most likely to intensify in value. The indoor storage could remain in place and not be an impediment to development due to the site plan and overall quality of development and maintenance of the site. Therefore, it is assumed that only 1.8 acres of the site will redevelop to housing, instead of the entire 4.4 acres. As described in [Figure B-2 Table B-7](#), this site is proposed for rezoning to [a maximum density of 46 units per acre](#) that will enhance the financial viability of adding residences to the site. Development of 1.8 acres could yield ~~6683~~ [above-moderate](#) units, or more if a density bonus is employed. However, given the need to design around existing buildings, the projected number of units has been reduced to 59. Because the presumed developable area is less than 2 acres, Table B-2 shows a conservative estimate of only 10% at lower-income and 10% at moderate income, despite a proposed density of 46 units per acre.



Site 5 – The Shops at Rossmoor (Rezoning Required)

Location: This multi-address retail center is on the west side of Seal Beach Boulevard between St. Cloud Drive and Rossmoor Center Way

APNs: [Development only projected at APNs 086-492-56, 086-492-80, 086-492-87, -086-492-90, 086-492-92](#)

Current Use: Retail center, with uses including Marshalls, Kohl's, Ulta, Sprouts Farmers Market, and Burlington

Current Zoning Designation: General Commercial (CG)

Size: 27 acres

Reason for Selection:

This site was selected due to an abundance of underutilized parking accompanied by owner interest in development of housing units. The site's ratio of improvement value to land value is less than 1.0 (0.85), meaning the site is economically underutilized, despite being a generally successful retail center. However, with a number of "big box" type tenants subject to changes in the retail landscape, this center is vulnerable to store closures that could result in significant vacant space. A new mixed-use zone would allow for greater flexibility to utilize the land, and by adding housing units, increase the viability of the retail that remains. Additionally, high density residential already exists along the western edge of the retail center, increasing compatibility of the use.

Assumed Development Capacity:

The site is 27 acres, and surface parking occupies approximately 19 acres. It is assumed that ~~approximately 10-12~~ of the acres ~~of surface parking~~ could be developed with housing, at a proposed 46 units per acre, resulting in ~~441~~ 460 units, exclusive of a density bonus. Because of the ample development potential and therefore ability to achieve economies of scale, Table B-2 projects ~~25276%~~ of units at lower-income, ~~1425%-units~~ at moderate-income, and ~~the balance at market.~~ ~~151~~ at above-moderate-income.



Site 6 – Old Ranch Town Center (Rezoning Required)

Location: This multi-address retail center is on the east side of Seal Beach Boulevard, between the Old Ranch Country Club golf course and Plymouth Drive.

APNs: [Development only projected at APNs 130-861-15, 130-861-16, 130-861-17, - 130-861-18](#)

Current Use: Retail center including stores such as Target and Ralph's supermarket.

Current Zoning Designation: General Commercial (GC)

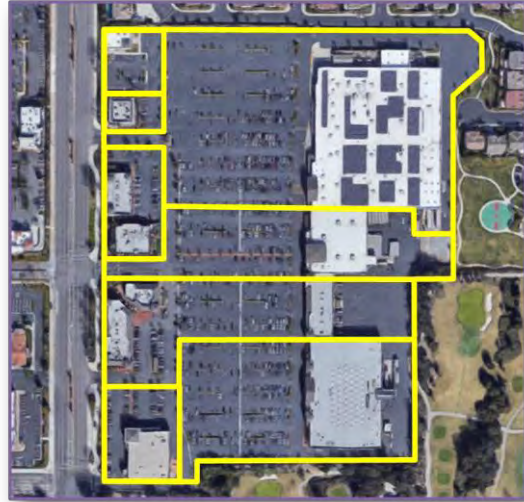
Size: 26 acres

Reason for Selection:

Similar to the Shops at Rossmore, the Old Ranch Town center has a significant amount of underutilized parking, and primarily big box uses. Currently, the former Bed Bath and Beyond store is vacant. The addition of housing to this site is feasible as it is immediately adjacent to goods and services, has excellent access along a major thoroughfare, and can integrate well with the scale of the existing development, bolstering retail uses with on-site residents. The improvement to land value ranges by parcel, with the largest parcel at 0.95 and the second largest parcel at 0.07, demonstrating ripeness for additional development.

Assumed Development Capacity:

It is assumed ~~20 percent~~[approximately 8.3 acres](#) of the [surface parking lot of the](#) center could be developed or redeveloped with housing uses, creating a mixed-use environment at 46 units per acre, for a total of ~~306239~~ units. Because of the ample development potential and therefore ability to achieve economies of scale, [as well as density over 30 dwelling units per acre](#), Table B-~~2-7~~ projects ~~25% 8 of~~ units at lower-income [and](#), ~~25% 48~~ at moderate-income, ~~and the balance at market~~. Due to its proximity to the Joint Forces Training Base, all residential units would be conditioned to meet interior noise level standards of 45 decibels, however, this is not an obstacle to development as this is also the standard in the California Building Code ([see Section B.2.4 for more information on Airport Environ Land Use Plan considerations](#)). Housing currently exists to the north and northeast of the site, also adjacent to the Joint Forces Training Base.



Site 7 – Seal Beach Plaza (Rezoning Required)

Location: This multi-address retail center is at the northwest corner of Seal Beach Blvd and Westminster Blvd. Two churches and Leisure World are to the north and west, and generally the Naval Weapons Station surrounds the other sides.

APNs: [Development only projected at APNs 095-641-44, 095-641-55, 095-641-57.](#)

Current Use: Retail and office/service uses

Current Zoning Designation: Service Commercial (SC)

Size: 7 acres

Reason for Selection:

This site has a low improvement value to land value ratio at 0.72, and has experienced some large tenant turnover in the past, which could indicate a need to reposition the site for long-term success in the future. Similar to other retail plazas, it is underutilized with large parking areas. The site offers excellent access to goods and services, and augmenting the site with housing would benefit the on-site retailers. The adjacent Leisure World utilizes higher densities, and the Naval Weapons Station is immediately east, and is not a conflicting use.

Assumed Development Capacity:

This site can be redeveloped entirely or partially as a mixed-use project. Assuming that residential uses are developed on 21.5 acres of surface parking at the site at a base density of 46 du/acre, 5445 moderate-income units could be accommodated following adoption of a new mixed-use zoning district. However, due to the smaller developable area, Table B-2 conservatively estimates 10% of units at lower income, 10% at moderate income, and 80% at market rate.



Site 8 – Seal Beach Center (Rezoning Required)

Location: This retail plaza is located on Pacific Coast Highway, between Balboa Drive and Bolsa Avenue. It is directly across PCH from Main Street, the commercial core of the Old Town area.

APNs: [Development only projected at APNs 043-260-02, 043-260-05.](#)

Current Use: The center consists of two anchor stores, a Pavilions supermarket, and a CVS Pharmacy, along with several smaller retail and restaurant tenant spaces.



Current Zoning Designation: Service Commercial (SC)

Size: 9 acres

Reason for Selection:

This site has an improvement value to land value ratio of 0.72, indicating it is underutilized and could perform to a higher capacity. Its location provides excellent walkability and access to goods and services, including an elementary school. A small mixed-use project could be undertaken using available parking and redeveloping portions of the site with housing above retail. Moreover, the property representatives have expressed an interest in mixed use as a future possibility to increase site utility.

Assumed Development Capacity:

With a mixed-use zoning allowing up to 46 units per acre, and ~~50%~~[2.7 acres](#) of [surface parking](#)~~the lot~~, the capacity would be ~~_207_99~~[above-moderate](#) units without using a density bonus. ~~However, because the site is adjacent to low density single family use, and greater setbacks or step-backs may be appropriate in the revised zoning code, a lower development threshold of 120 units was assumed. While four acres is ample development capacity, because this opportunity site is directly across the street from single family homes, Table B-2 conservatively estimates 15% of the units at lower income levels, 15% at moderate income, and the balance at market despite being zoned at 46 units per acre.~~

Site 9 – 99 Marina (Rezoning Required)

Location: 99 Marina Drive, northeast of Marina Drive and 1st Street intersection.

APN: [199-011-10](#)

Current Use: Vacant. At some point, a handball court was constructed on the western edge of the property, and the City does maintain a small section of the property around the court primarily for public safety reasons as it is adjacent to a public park.

Current Zoning Designation: Oil Extraction (OE)



Size: 4.3 acres ([only 3 acres are proposed for redevelopment](#))

Background and Description:

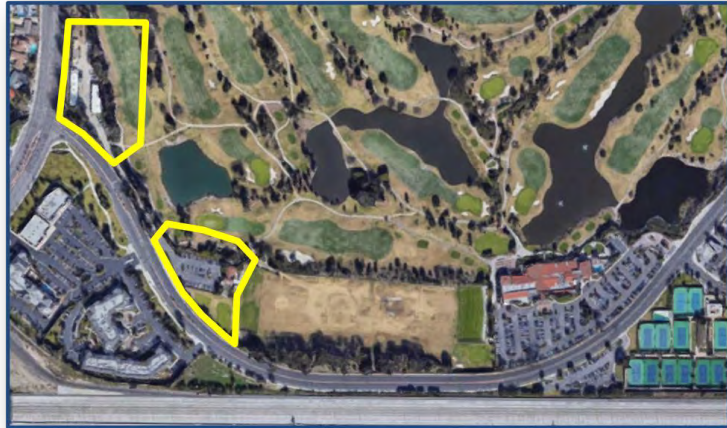
~~Oil extraction at this site ceased some time ago~~ [Previously a site that supported oil extraction in the area,](#) and the current owners (Exxon and Chevron) are actively marketing the property. Based on inquiries received by City staff from potential buyers, as well as the surrounding residential uses, housing development makes the most sense, and is generally expected by the community.

Assumed Development Capacity:

A density of ~~30~~-[33](#) units per acre is proposed at this site to meet the [30-dwelling-unit-per-acre](#) default density thresholds established under Government Code Section 65583.2(c)(3)(B)). However, this location may have additional development standards imposed by the Coastal Commission, similar to the adjacent development, where a portion of the site was left as open space. Thus, the total housing production expected at the site is ~~6990~~ units, all of which are assumed to be above moderate, to be extremely conservative.

Site 10 – Old Ranch Country Club (Rezoning/Land Use Change Required)

Location: The entire facility, approximately 155 acres in size, is located north of Lampson Avenue, and south of the Joint Forces Training Base and Old Ranch Town Center, just east of Seal Beach Boulevard. The proposed housing sites are along the western edge of the property, one near the intersection of Lampson and Seal Beach Boulevard, and the other further south, across Lampson from the Ivy Park assisted living facility.



Current Use: Golf course and supporting amenities

Current Zoning Designation: Recreation/Golf (RG)

Size: Approximately four acres proposed for housing

Reason for Selection:

At this time, the landowner has a development application in process with the City for the development of (a) 116 family units and (b) 51 senior units.

Assumed Development Capacity:

As this is an active development application, the numbers proposed by the property owner are now the assumed development, for a total of 167 units. All units have been assumed at above-moderate income levels. It is important to note the development application is for a specific plan, which would guide development of the housing as well as a hotel and modifications to the existing clubhouse and golf facilities. An Environmental Impact Report is being prepared. Approval of a specific plan is a discretionary action by the City Council. It should further be noted that a new development agreement between the property owner and the property owner is expected to be a part of the development application that will ultimately be considered.

~~Site 13 – Main Street Specific Plan Area (Specific Plan Amendment Required)~~

~~**Location:** The Specific Plan area covers is the traditional downtown commercial core of Old Town, primarily defined by Main Street.~~

~~**Current Use:** Mixed use, including retail, offices, micro-scale manufacturing, and residential~~

~~**Current Zoning Designation:** Main Street Specific Plan (MSSP)~~

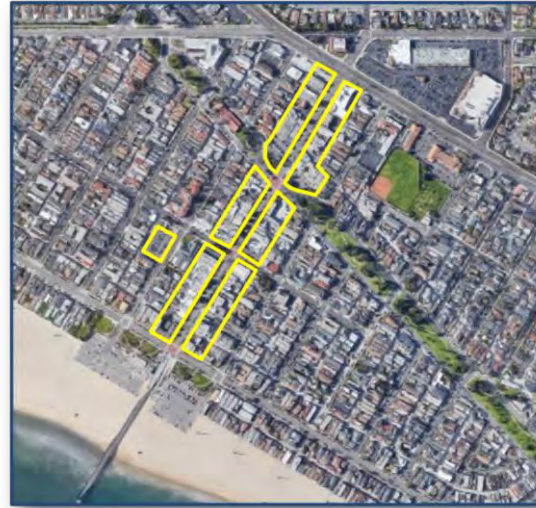
~~**Size:** Approximately 21 acres~~

~~Reason for Selection:~~

~~The area provides for a pedestrian-oriented mix of offices and retail uses with some residential units, which were built prior to adoption of the MSSP. Because Main Street is already developed as a pedestrian friendly area surrounded by residential neighborhoods, existing uses will not be an impediment to the expansion of residences in this area. In fact, existing uses may positively impact the desirability of this location as a place to live.~~

~~Assumed Development Capacity:~~

~~Although the area could accommodate a sizable number of residential units if the area is redeveloped, it is recognized that such redevelopment is very unlikely to occur during this planning period. Consolidation of lots under fragmented ownership would be quite challenging and significant opposition from residents would be expected. A two-story height limit has been imposed in this area by voters, further affecting redevelopment opportunities. However, some parcels could accommodate one or more units towards the rear of the lot and/or above an existing single-story retail building. Space exists on some sites to develop units over open parking areas as well. A physical inventory of the area revealed potential to accommodate 163 units if the City were to reduce its current minimum unit size standard to approximately 400 sq. ft. The proposed MSSP amendment would allow for residential uses on second stories or fronting rear alleys, such that Main Street itself remains a retail environment. At these small sizes, these uses would be ancillary, most akin to accessory dwelling units and have therefore income levels have been categorized the same way, with 73% at lower income levels and the balance at moderate income.~~



~~Site 11 – Naval Weapons Station PCH & Seal Beach Blvd (Zoning Not Applicable)~~

~~**Location:** Within the NWS, fronting Pacific Coast Highway and Seal Beach Blvd~~

~~**Current Use:** Military use. The site is mostly vacant except for a concrete training pad and a 960-square-foot prefabricated metal building used as a classroom.~~

~~**Current Zoning Designation:** MIL~~

~~**Size:** 22 acres~~

~~**Reason for Selection:**~~

~~This site was selected in collaboration with the U.S. Navy, which successfully requested letters of interest to develop this site. The Navy's vision includes uses that will serve military personnel, including the potential for housing. The Navy has already initiated environmental review under the National Environmental Policy Act (NEPA). This site is generally undeveloped and of a substantial size with singular ownership, which will reduce development costs. Housing at this site will help increase the financial feasibility of development, and be close to goods and services, including an elementary school. Programs 1s and 2c support cooperative action between the City and the Navy for development.~~

~~**Assumed Development Capacity:**~~

~~A mixed-use development, including housing, is generally anticipated, and assumes 150 residential units in a vertical and/or horizontal mixed-use development. These assumptions were arrived at in cooperation Navy representatives. Because census data shows lower income levels at the NWS currently, Table B-2 assumes one-third of the units at lower incomes, one-third at moderate income, and one-third at above moderate income. Despite being within the city, this is Federal property, therefore the City has no zoning authority over this area.~~



Site 12 – Water Storage Site (Zoning Not Applicable)

Location: Within the NWS, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off of Anchor Way.

Current Use: Water and equipment storage

Current Zoning Designation: MIL

Size: 2.75 acres

Reason for Selection:

This parcel is owned by the City of Seal Beach. While the water storage facility is in active use and needs to remain, the balance of the site has comparably minimal utility. As a part of the Housing Element process, the City looked for opportunities to leverage property it owns, but found what little the City has to be in active public use. This parcel, though development faces very specific challenges, is City-owned and has capacity for greater utilization. This idea has been presented to Navy staff, and thus far, they are amenable to considering a project that could benefit both the Navy and the City. One potential option would be affordable veterans housing. Program 1s and 2c support cooperative action between the City and the Navy for development.



Assumed Development Capacity:

Upon successful conclusion of the appropriate agreements with the Navy, it is the City's intent to partner with an affordable housing developer. Preliminary discussions with some providers indicate that, depending on the exact size and configuration of the parcel, at least 65 units could be accommodated on a parcel of approximately 2 acres. Presumed to be an affordable housing development, 50 of the units are assumed to be at lower income levels and 15 at moderate-income.

B.3.3 Housing Sites Map

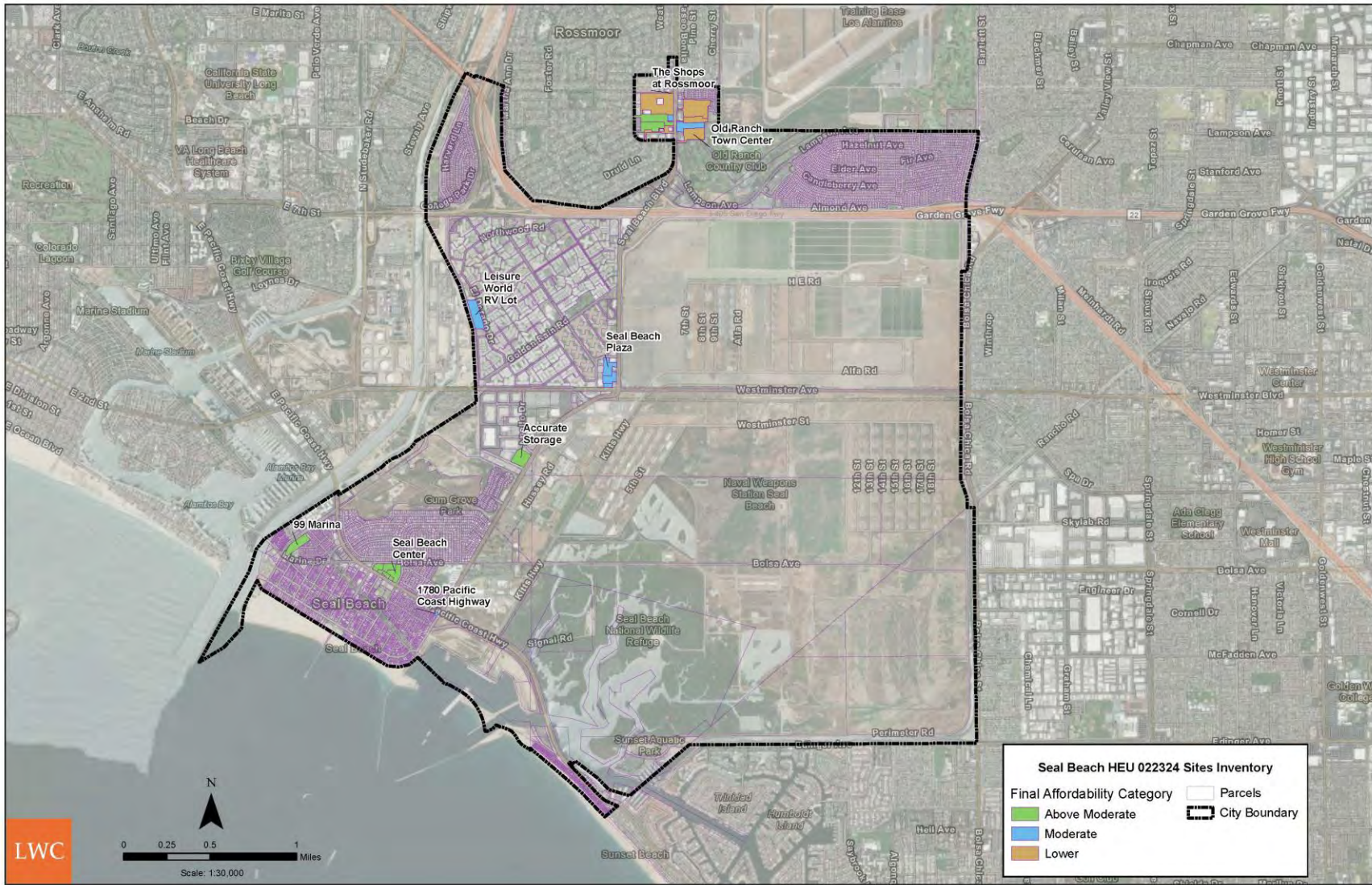


Table B-1: Underutilized Sites Inventory (Rezoning Not Required)

Address/APN	General Plan/ Zoning	Site Acreage	Existing Use	Assumed Density	Lower	Moderate	Above Moderate	Total
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				(du/ac)				
1780 Pacific Coast Hwy. 199-061-01	Limited Commercial/ Medium Density Res	0.25	Older convenience store, bait store; zoning allows mixed use.	20		5		5
Leisure World 095-691-04	Residential High Density Planned Development	5.5	RV storage	30	74	38	38	150
Accessory Dwelling Units	All Residential and Mixed Use Zones	N/A	Residential and mixed uses	N/A	36	14		50
TOTALS					110	57	38	205

Table B-2: Sites to Be Rezoned (Unless MIL)

Site	APN	Total Acreage	Est Dev Acreage	Current General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Med	Above-Med	Total Units	I/L Ratio	Existing Use
Accurate Storage	095-791-18	4	1.8	RHD-20	MU-46*	46	6	6	47	59	0.54	Self-storage
The Shops at Rossmoor	086-492-51	27	10	GC	MU	46	115	115	230	460	0.85	Retail, office, fast food, grocery, pharmacy
Old Ranch Town Center		26	5	GC	MU	46	59	59	121	239	0.94	Existing commercial center
	130-861-27	0.6		GC	MU						0.51	Bank
	130-861-25	0.13		GC	MU						0.00	parking

Site	APN	Total Acreage	Est—Dev Acreage	Current—General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above-Mod	Total Units	/L Ratio	Existing Use
	130-861-26	0.4		GC	MU						1.50	restaurant
	130-861-14	0.94		GC	MU						0.14	parking lot
	130-861-15	8.56		GC	MU						0.95	Department Store
	130-861-23	1.08		GC	MU						1.96	Retail, services, restaurant
	130-861-24	0.26		GC	MU						0.00	parking
	130-861-22	0.42		GC	MU						0.12	parking
	130-861-16	2.4		GC	MU						1.35	Department Store
	130-861-17	1.8		GC	MU						0.54	Retail, services, fast food
	130-861-21	2		GC	MU						0.78	Retail, services, fast food
	130-861-18	2.02		GC	MU						2.21	Ralphs supermarket
	130-861-19	3.22		GC	MU						0.07	Ralphs supermarket
	130-861-20	1.22		GC	MU						1.01	CVS Pharmacy
Old Ranch Country Club	130-012-55	155	4	OSG/RG	OS/SP				167	167	0.57	Portion of existing golf course
Seal Beach Plaza		7	2.5	CS/SC	CS/SC & MU-O	46	12	12	91	115	0.72	Existing commercial center

Site	APN	Total Acreage	Est. Dev Acreage	Current General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above Mod	Total Units	I/L Ratio	Existing Use
	095-641-49	0.83		CS/SC	CS/SC & MU-Ø						1.00	Financial Institution (Chase Bank)
	095-641-55	3.43		CS/SC	CS/SC & MU-Ø						0.67	Retail, financial, services, market
	095-641-56	0.53		CS/SC	CS/SC & MU-Ø						0.90	Drive-through fast food restaurant
	095-641-57	2.54		CS/SC	CS/SC & MU-Ø						0.55	Retail stores and financial institution
	095-641-44	0.81		CS/SC	CS/SC & MU-Ø						0.94	Medical and professional offices
Navy Site	043-150-23	22	4	MIL	CG/MU-Ø	30	50	50	50	150	0.00	Portion of NWS Seal Beach
Seal Beach Center		9	4	SC	SC/MU-Ø	46	15	15	90	120	.72	Existing commercial center
	043-260-02	1.35		SC	SC/MU-Ø						0.00	CVS Pharmacy
	043-260-05	7.92		SC	SC/MU-Ø						0.91	Retail, services, restaurant, market
Main Street		15	n/a	MSSP	MSSP	n/a	117	46	0	163	0.79	Existing commercial district
	043-112-41	0.34		MSSP	MSSP						0.50	Retail stores in a single building
	043-112-29	0.07		MSSP	MSSP						0.03	Parking and driveway
	043-112-28	0.07		MSSP	MSSP						1.57	Cleaners and fast food

Site	APN	Total Acreage	Est—Dev Acreage	Current—General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above-Mod	Total Units	I/L Ratio	Existing Use
	043-112-35	0.13		MSSP	MSSP						2.62	Retail
	043-112-36	0.13		MSSP	MSSP						0.08	offices
	043-112-23	0.07		MSSP	MSSP						0.00	Parking
	043-112-22	0.07		MSSP	MSSP						0.25	Offices—and—possible residential unit
	043-112-21	0.07		MSSP	MSSP						0.43	Retail (bicycle shop)
	043-112-34	0.54		MSSP	MSSP						0.18	Retail,———services, restaurant, parking
	043-113-14	0.19		MSSP	MSSP						1.86	Restaurants,—retail,—and service
	043-113-15	0.06		MSSP	MSSP						0.19	office
	043-113-42	0.13		MSSP	MSSP						0.42	Medical offices
	043-113-36	0.09		MSSP	MSSP						0.43	Retail,—pet—supplies— and grooming-
	043-113-37	0.12		MSSP	MSSP						0.40	Retail, restaurant, service
	043-113-46	0.2		MSSP	MSSP						0.16	Retail, office, restaurant
	043-113-08	0.07		MSSP	MSSP						2.45	3—story—office—and residential
	043-113-51	0.27		MSSP	MSSP						0.66	Retail and restaurant with parking

Site	APN	Total Acreage	Est—Dev Acreage	Current—General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above-Mod	Total Units	/L Ratio	Existing Use
	043-113-04	0.14		MSSP	MSSP						0.06	Bay Theater
	043-113-48	0.4		MSSP	MSSP						1.07	Retail, office, services
	199-053-29	0.26		MSSP	MSSP						0.07	Retail, restaurant, service
	199-053-28	0.1		MSSP	MSSP						0.00	Open air plant nursery
	199-053-31	0.07		MSSP	MSSP						0.51	Retail possible unit in back
	199-053-30	0.07		MSSP	MSSP						0.24	Retail, restaurant
	199-053-26	0.07		MSSP	MSSP						1.08	Post office
	199-053-25	0.07		MSSP	MSSP						0.17	Retail and residential in back
	199-053-24	0.07		MSSP	MSSP						1.23	retail
	199-053-23	0.1		MSSP	MSSP						0.74	retail
	199-053-22	0.1		MSSP	MSSP						0.99	retail
	199-053-21	0.07		MSSP	MSSP						1.00	retail
	199-053-20	0.07		MSSP	MSSP						0.15	Retail and restaurant
	199-053-19	0.07		MSSP	MSSP						0.10	Retail/ice cream

Site	APN	Total Acreage	Est—Dev Acreage	Current—General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above-Mod	Total Units	I/L Ratio	Existing Use
	199-053-18	0.14		MSSP	MSSP						2.09	Restaurant
	199-043-20	0.16		MSSP	MSSP						0.34	Retail and parking lot at rear
	199-043-19	0.17		MSSP	MSSP						0.14	Retail with possible units on top
	199-043-18	0.07		MSSP	MSSP						12.27	Retail, service
	199-043-17	0.07		MSSP	MSSP						0.36	retail
	199-043-16	0.07		MSSP	MSSP						0.07	retail
	199-043-15	0.07		MSSP	MSSP						0.20	Sun newspaper/retail
	199-043-14	0.07		MSSP	MSSP						0.26	retail
	199-043-13	0.07		MSSP	MSSP						0.72	retail
	193-043-12	0.07		MSSP	MSSP						1.99	restaurant
	193-043-11	0.14		MSSP	MSSP						3.24	bank
	193-043-10	0.14		MSSP	MSSP						0.02	Parking lot for bank on parcel 11
	199-033-02	0.68		MSSP	MSSP						0.25	OCFA and parking (City owned)
	199-034-01	0.14		MSSP	MSSP						0.05	Parking lot for restaurant

Site	APN	Total Acreage	Est—Dev Acreage	Current—General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above-Mod	Total Units	I/L Ratio	Existing Use
	199-034-02	0.07		MSSP	MSSP						0.18	restaurant
	199-034-03	0.07		MSSP	MSSP						1.11	Retail
	199-034-04	0.07		MSSP	MSSP						0.25	Retail
	199-034-05	0.07		MSSP	MSSP						0.53	Restaurant
	199-034-06	0.07		MSSP	MSSP						0.53	retail
	199-034-07	0.1		MSSP	MSSP						0.67	Retail
	199-034-08	0.1		MSSP	MSSP						0.55	Retail
	199-034-09	0.07		MSSP	MSSP						0.28	restaurant
	199-034-10	0.07		MSSP	MSSP						0.43	retail
	199-034-11	0.07		MSSP	MSSP						0.07	retail
	199-034-12	0.07		MSSP	MSSP						0.08	Retail
	199-034-13	0.07		MSSP	MSSP						1.25	retail
	199-034-14	0.07		MSSP	MSSP						0.22	Restaurant
	199-034-15	0.14		MSSP	MSSP						0.59	Retail, restaurant

Site	APN	Total Acreage	Est—Dev Acreage	Current—General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above Mod	Total Units	I/L Ratio	Existing Use
	199-034-16	0.07		MSSP	MSSP						0.14	bar
	199-034-17	0.25		MSSP	MSSP						2.10	Retail, bar
	199-034-36	0.13		MSSP	MSSP						0.10	Restaurant
	199-044-19	0.06		MSSP	MSSP						0.09	Vacant fast-food
	199-044-20	0.06		MSSP	MSSP						0.42	Retail, coffee house
	199-044-21	0.13		MSSP	MSSP						0.30	Restaurant
	199-044-22	0.07		MSSP	MSSP						0.26	Retail
	199-044-23	0.2		MSSP	MSSP						3.90	Retail ground floor and res above
	199-044-24	0.07		MSSP	MSSP						0.03	Public parking (City)
	199-044-25	0.07		MSSP	MSSP						0.03	Public parking (City)
	199-044-26	0.07		MSSP	MSSP						0.57	retail
	199-044-27	0.07		MSSP	MSSP						1.06	retail
	199-044-28	0.14		MSSP	MSSP						0.85	Retail
	199-044-29	0.14		MSSP	MSSP						0.21	Retail

Site	APN	Total Acreage	Est. Dev Acreage	Current General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above Mod	Total Units	I/L Ratio	Existing Use
	199-044-30	0.07		MSSP	MSSP						0.39	Restaurant
	199-044-31	0.07		MSSP	MSSP						0.46	retail
	199-044-32	0.07		MSSP	MSSP						0.72	Restaurant (O'Malley's...)
	199-044-33	0.07		MSSP	MSSP						1.00	Retail, fast food with possible res.
	199-044-34	0.2		MSSP	MSSP						0.67	Retail, service, fitness center
99 Marina Drive	199-011-10	4.3	4.3	OE	RHD/RHD-20	30			90	90	0.00	Abandoned oil separation facility
City Property Navy Base		2.75	2	MIL	N/A	33	50	15		65		Water storage
TOTALS from Rezoning							424	318	886	1,628		
TOTALS (including from no-rezone sites)							534	375	924	1,833		

Notes:

*The current MU is only associated with LC/RMD. The City will create a new mixed-use category to facilitate a density equivalent to RHD-16

I/L ratio = assessed value of improvements to land ratio

Potential units based on estimated development area

CG = Commercial General

Site	APN	Total Acreage	Est—Dev Acreage	Current—General Plan/Zoning	Proposed GP/Zoning	Potential Density (DU/AC)	Lower	Mod	Above-Mod	Total Units	I/L Ratio	Existing Use
CS = Commercial Service												
GC = Commercial General												
IL = Industrial-Light												
M = Military												
MSSP = Main Street Specific Plan												
MU = Mixed Use												
MU-O = Mixed Use Overlay												
OE = Oil Extraction												
OS = Open Space												
OSG = Open Space Golf												
PS = Public and Semi-Public												
RG = Recreation Golf												
RHD = Residential High Density												
RHD-PD = Residential High Density Planned Development												
SC = Service Commercial												
SP = Specific Plan												

B.3.4 Housing Sites Tables

Table B-6 lists the parcels in the City’s housing sites inventory that do not require rezoning with unit capacity by income category.

Table B-7 lists all of the rezone parcels with unit capacity by income category.

Table B-6: Housing Sites (Under Existing Zoning)

Site #	Site Address / Intersection	APN	Current		Density (du/ac)		Acres Parcel	Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity		
			General Plan	Zoning	Min. Allowed	Max. Allowed				Final Affordability	Max. Capacity	Assumed Capacity
1	1780 Pacific Coast Highway	199-061-01	Commercial Limited	LC/RM D	=	21.8	0.25	Underutilized	Yes, Last	Moderate	5	4
2	Leisure World RV Lot	095-691-04	High Density Residential	RHD-PD	=	32.2	5.55	Underutilized	No	Moderate	179	125
Total = 129 Moderate Units												
Source: City of Seal Beach, LWC												

Table B-7: Rezone Sites

Site #	Site Address / Intersection	APN	Current		Proposed	Density (du/ac)		Acres			Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity				
			General Plan	Zoning	Zoning	Min. Allowed	Max. Allowed	Parcel	Subtotal	Infill Parking Lot Sizes			Max. Capacity	Assumed Capacity	Lower	Moderate	Above Moderate
5	The Shops at Rossmore	086 - 492 - 90	Commercial General	GC	MC/RH D	40	46	2.53		0.50		No	116	18	18		
5	The Shops at	086 -	Commercial General	GC	MC/RH D	40	46	13.2		7.00		No	611	258	258		

Table B-7: Rezone Sites

Site #	Site Address / Intersection	AP N	Current		Proposed	Density (du/ac)		Acres			Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity				
			General Plan	Zoning	Zoning	Min. Allowed	Max. Allowed	Parcel	Subtotal	Infill Parking Lot Sizes			Max. Capacity	Assumed Capacity	Lower	Moderate	Above Moderate
	Rossmoor	492-92															
6	Old Ranch Town Center	130-861-15	Commercial General	GC	MC/RHD	40	46	8.564		4.00		No	394	147	147		
6	Old Ranch Town Center	130-861-16	Commercial General	GC	MC/RHD	40	46	2.404		1.00		No	111	37	37		
6	Old Ranch Town Center	130-861-18	Commercial General	GC	MC/RHD	40	46	2.022		2.00		No	93	74	74		
5	The Shops at Rossmoor	086-492-80	Commercial General	GC	MC/RHD	40	46	0.69		0.37		No	32	14		14	
6	Old Ranch Town Center	130-861-17	Commercial General	GC	MC/RHD	40	46	1.801		1.30		No	83	48		48	
7	Seal Beach Plaza	095-641-44	Commercial Service	SC	MC/RHD	40	46	0.81	6.78	0.10	Underutilized	No	37	4		4	
7	Seal Beach Plaza	095-641-55	Commercial Service	SC	MC/RHD	40	46	3.433	6.78	0.50	Underutilized	No	158	18		18	

Table B-7: Rezone Sites

Site #	Site Address / Intersection	AP N	Current		Proposed	Density (du/ac)		Acres			Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity				
			General Plan	Zoning	Zoning	Min. Allowed	Max. Allowed	Parcel	Subtotal	Infill Parking Lot Sizes			Max. Capacity	Assumed Capacity	Lower	Moderate	Above Moderate
7	Seal Beach Plaza	095 - 641 - 57	Commercial Service	SC	MC/RHD	40	46	2.538	6.78	0.90	Underutilized	No	117	33		33	
4	Accurate Storage	095 - 791 - 18	High Density Residential	RHD-20	MC/RHD	40	46	1.8	=		Underutilized, owner interest in redevelopment	Yes, Last Two	83	66			66
5	The Shops at Rossmoor	086 - 492 - 56	Commercial General	GC	MC/RHD	40	46	5.43		2.10		No	250	77			77
5	The Shops at Rossmoor	086 - 492 - 87	Commercial General	GC	MC/RHD	40	46	4.306		2.00		No	198	74			74
8	Seal Beach Center	043 - 260 - 02	Commercial Service	SC	MC/RHD	40	46	0.435	7.44	0.20	Underutilized, owner interest in redevelopment	No	20	7			7
8	Seal Beach Center	043 - 260 - 05	Commercial Service	SC	MC/RHD	40	46	7.009	7.44	2.50	Underutilized, owner interest in redevelopment	No	322	92			92
9	99 Marina	199 - 011 - 10	Oil Extraction	OE	RHD-33	=	33	3	=		Vacant land on the market	No	99	69			69

Table B-7: Rezone Sites

Site #	Site Address / Intersection	AP N	Current		Proposed	Density (du/ac)		Acres			Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity				
			General Plan	Zoning	Zoning	Min. Allowed	Max. Allowed	Parcel	Subtotal	Infill Parking Lot Sizes			Max. Capacity	Assumed Capacity	Lower	Moderate	Above Moderate
Net New Capacity												2,724	1,036	534	246	386	
<p><i>Source: City of Seal Beach, LWC</i></p>																	