



AGENT

2

Attachment #1

No. 0406-18

ND 20-04

CITY OF LONG BEACH

CH-1

DEPARTMENT OF PLANNING & BUILDING

333 W. OCEAN BLVD. • LONG BEACH, CA 90802 • (562) 570-6194 FAX (562) 570-6068

ZONING DIVISION

November 4, 2004

CHAIRMAN AND PLANNING COMMISSIONERS
City of Long Beach
California

SUBJECT: Request for Approval of a Zone Change for a Portion of an Existing Self Storage Facility from a Regional Highway Commercial District (CHW) to a Commercial Storage District (CS) and a Site Plan Review and Conditional Use Permit to Expand the Self Storage Facility by Adding Floor Area within an Existing Three-Story Building (Council District 7)

LOCATION: 4100 Cherry Avenue

APPLICANT: Jim Fitzpatrick
c/o Martin Parker of Pacific Planning Group
23412 Moulton Parkway
Laguna Hills, CA 92653

RECOMMENDATION

1. Certify Negative Declaration 20-04;
2. Recommend that the City Council approve a Zone Change from CHW (Regional Highway Commercial District) to CS (Commercial Storage); and
3. Approve the Site Plan Review and Conditional Use Permit, subject to conditions of approval.

REASONS FOR RECOMMENDATION

1. The site is currently improved with an existing self-storage facility that has been operating for four years without any reported complaints or negative impacts to the neighborhood.
2. A zone change from a Regional Highway Commercial District (CHW) to a Commercial Storage (CS) District will provide for consistency between the existing uses and proposed zoning designation.

3. The increase in floor area will take place completely within the existing building footprint with no exterior building changes visible from the street.
4. The Negative Declaration concludes that no negative environmental impacts are anticipated as a result of the project.

BACKGROUND

The subject site is a 4.62 acre parcel improved with an existing self storage facility consisting of a three-story building and nine one-story buildings located on the east side of Cheery Avenue just north of East Carson Street. The three-story building contains a self-storage warehouse, pick-up and delivery warehouse, and office space. The pick up and delivery warehouse area for this three-story building is open from the ground floor and currently used for stacked container storage. The one-story buildings are all individually accessible self-storage units with exterior rollup doors.

Surrounding uses include a church and single family residential uses to the west across Cherry Avenue, commercial recreational vehicle storage and the All Souls Cemetery to the north, multifamily residential uses to the east in the City of Lakewood, and commercial retail uses and storage facilities to the south.

The following characterizes the sites Zoning and General Plan designations of the area:

	ZONING	GENERAL PLAN	LAND USE
SITE	CHW/CS	LUD #9R – RESTRICTED INDUSTRY	SELF STORAGE
NORTH	PD-20	LUD #9R – RESTRICTED INDUSTRY	OPEN STORAGE
SOUTH	CHW	LUD #9R – RESTRICTED INDUSTRY	RETAIL COMMERCIAL SELF STORAGE
EAST	R	LUD – CITY OF LAKEWOOD	MULTIFAMILY RESIDENTIAL
WEST	CCA/R-1-N	LUD #1 – SINGLE FAMILY	SINGLE FAMILY RESIDENTIAL CHURCH

A parking analysis for the project is as follows:

Required Parking	Parking Provided
19	40

PROJECT DESCRIPTION

The applicant is requesting approval of a plan to install interior renovations to the existing three-story pick-up and delivery warehouse area by remodeling the 30,167 square foot first floor to self-storage units and adding a second and third floor with 28,296 square feet per floor for a total of 56,592 square feet of new floor area. The amount of net rentable floor area available for client storage will be 63,850 square feet, which will accommodate 636 self-storage units on the three floors. The individual storage units will range from 5' by 5' to 10' by 30'. In comparison, the warehouse currently accommodates storage of individual pick-up and delivery containers measuring 5' by 8' stacked three containers high, with a total capacity of 67,635 square feet. The project would result in a 3,785 square foot reduction in rentable storage area.

Exterior changes proposed for this remodel include the removal and installation of new doors and elevators along the north and east elevations and an 18" projection above the roofline for a new elevator shaft on the east elevation. The proposed changes are not visible from the street.

The nine one-story self-storage buildings with 911 units in 71,730 square feet of storage area were constructed in 1986. The portion of the lot where the one-story buildings are located is on a 3.3 acre parcel currently zoned Commercial Storage (CS) and the portion of the lot where the three-story warehouse and office is located is on a 1.3 parcel site zoned Regional Highway District (CHW). The two parcels were merged into one parcel in 2000 although the different zoning designations remain. On May 18, 1999, a Conditional Use Permit, Site Plan Review, Standards Variance, and Lot Merger to construct a 76,000 square foot expansion to an existing self storage facility that included a three-story climate controlled storage building and warehouse with a height of 35'5" and tower element of 38' (instead of not more than 28') were conditionally approved by the Planning Commission. At the time of approval self-storage uses were permitted with the approval of a Conditional Use Permit in the CHW zone. Since the time of approval a self-storage study has been performed that resulted in changes to the Zoning Ordinance and restricted self-storage uses. Currently, self-storage uses are not permitted in the CHW zone and require the approval of a Conditional Use Permit in the CS zone. The code changes have made the existing self-storage facility in the CHW a legal nonconforming use that cannot be expanded under the current CHW zone. Therefore, the applicant has submitted a request to rezone the property from CHW to CS and apply for a Conditional Use Permit to expand the facility and a Site Plan Review for new floor area exceeding 1,000 square feet.

ENTITLEMENTS AND REQUIRED FINDINGS

The subject site is currently zoned (CHW) Regional Highway District and CS (Commercial Storage) with the three-story building located in the CHW zone and the remainder of the site in the CS zone. The CHW zone no longer allows self-storage facilities; therefore, the applicant is requesting the approval of a Zone Change from CHW (Regional Highway District) to CS (Commercial Storage). In addition, a Conditional Use Permit (CUP) is required for self-storage uses in the CS zone and a Site Plan Review shall be conducted for any commercial development in excess of 1,000 square feet of floor area.

Analysis and findings for each of these requests are as follows:

FINDINGS FOR A ZONE CHANGE

- A. The proposed change will not adversely affect the character, livability or appropriate development of the surrounding area.**

The site has an existing RV storage facility to the north, an approximately 80' wide Union Pacific Railroad Right-of-Way to the east, commercial and self-storage uses to the south, and a major arterial street, Cherry Avenue, to the west. The site is already improved with a self-storage facility and the proposed changes will not affect the appearance of the building from the street. Self-storage uses are low-intensity uses with minimal noise and traffic impacts.

- B. The proposed change is consistent with the goals, objectives and provisions of the General Plan.**

The site is located in the Bixby Knolls Neighborhood of the Land Use Element of the General Plan. The "Summary of Neighborhood Policies" states that: retaining the overall lower density character of the area is recommended and existing land uses should be largely retained. The Bixby Knolls area is one of the largest neighborhoods in the City and housing conditions are good to excellent. Parcels that front onto Cherry Avenue and other major streets should be reviewed to ensure appropriate land uses are developed and architectural conformance with surrounding buildings in terms of colors, texture and materials are maintained. The self-storage use currently exists. This use creates minimal traffic impacts and is compatible with surrounding uses, which include self-storage uses to the north and south.

- C. If the proposed change is a rezoning of an existing mobile home park, that the requirements of Section 21.25.109 have been fully met.**

The subject proposal does not involve the rezoning of a mobile home park.

SITE PLAN REVIEW FINDINGS

- A. THE DESIGN IS HARMONIOUS, CONSISTENT, AND COMPLETE WITHIN ITSELF AND COMPATIBLE IN DESIGN, CHARACTER AND SCALE, WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN, WHICH IT IS LOCATED.**

A positive finding can be made on this item.

The existing building is a modern light industrial building with a light colored stucco and flat and sloped roof elements. An office and storefront windows are located on the street facade for design and security purposes. The street elevations will not change due to the proposed improvements inside the warehouse.

- B. THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE "DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT", THE "DOWNTOWN DESIGN GUIDELINES", PD GUIDELINES OR THE GENERAL PLAN;**

The new square footage is located within the existing three-story pick up and delivery warehouse portion of the building.

- C. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES UNLESS NO ALTERNATE DESIGN IS POSSIBLE;**

There are no landscape alterations proposed. All existing landscaping and street trees will remain.

- C. THERE IS AN ESSENTIAL NEXUS BETWEEN THE PUBLIC IMPROVEMENT REQUIREMENTS ESTABLISHED BY THIS ORDINANCE AND THE LIKELY IMPACTS OF THE PROPOSED DEVELOPMENT; AND**

The Public Works Department has reviewed the plans and the required improvements for this site and has no comment.

- D. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT), WHICH REQUIREMENTS ARE SUMMARIZED IN TABLE 25-1.**

Chapter 21.64 deals with requirements for trip reduction measures. The threshold for nonresidential development is 25,000 square feet of building area. Due to the very low number of employees required to operate a self-storage facility trip reduction measures are not appropriate for this use.

CONDITIONAL USE PERMIT FINDINGS

- A. THE APPROVAL IS CONSISTENT WITH AND CARRIES OUT THE GENERAL PLAN, ANY APPLICABLE SPECIFIC PLANS SUCH AS THE LOCAL COASTAL PROGRAM AND ALL ZONING REGULATIONS OF THE APPLICABLE DISTRICT;**

A positive finding can be made for this item.

The Land Use Designation is LUD #9R, Restricted Industry. The current zoning designation is CHW, Regional Highway District and the proposed zone is Commercial Storage (CS). The General Plan is intended to accommodate industrial, manufacturing, research and development, warehousing and large-scale wholesale and industrial support office development. Uses with negligible environmental impacts are desired in this district. The restricted industry district typically will include clean, non-nuisance industries whose primary activities are confined completely indoors and those whose operations produce minimal off-site

impacts with respect to traffic, emissions, noise, operating hours, etc. A self-storage facility is permitted with the approval of a Conditional Use Permit in the CS zone.

The project complies with all the zoning designations, development standards, and is consistent with the North Long Beach Redevelopment Plan.

There are no zoning overlays for the subject site, and it is not located in the Coastal Zone.

B. THE PROPOSED USE WILL NOT BE DETRIMENTAL TO THE SURROUNDING COMMUNITY INCLUDING PUBLIC HEALTH, SAFETY OR GENERAL WELFARE, ENVIRONMENTAL QUALITY OR QUALITY OF LIFE; AND

A positive finding can be made for this item.

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, Negative Declaration ND 20-04 has been prepared and is included in this application for concurrent consideration.

Additionally, the Mitigation Monitoring Plan has been incorporated into the conditions of approval (condition of approval no. 12).

C. THE APPROVAL IS IN COMPLIANCE WITH THE SPECIAL CONDITIONS FOR SPECIFIC CONDITIONAL USES, AS LISTED IN CHAPTER 21.52.

The following conditions shall apply to commercial storage/self-storage uses pursuant to Section 21.52.219.7:

1. Commercial storage/self-storage shall not be permitted or located in an existing business or office park.

The existing self-storage facility is located on an individually developed parcel and not in a business or office park. An open storage use is located to the north and commercial and self-storage uses to the south.

2. Commercial storage/self-storage shall only be permitted with a Conditional Use Permit if the development site is impractical for development due to such conditions as the shape or topography of the site, difficult vehicular access or close proximity to residential uses that would preclude industrial development uses.

The one-story self-storage facility was constructed in 1986 and the three-story warehouse in 2002 and has been in continuous use since 1986.

- 3. Storage spaces shall not be used for manufacturing, retail or wholesale selling, office, other business or service use or human habitation.**

This requirement has been included in the conditions of approval.

- 4. Prefabricated shipping containers shall not be allowed to be on sites located within 1,000 feet from any property zoned for residential use, unless located or screened so as not to be visible from a public street.**

This requirement has been included in the conditions of approval.

- 5. Building and roof design. The building and roof shall be designed to be compatible with surrounding development, especially nearby residential uses. Considerations include design elements that break up long, monotonous building and rooflines and elements that are compatible with the desired character of the zone.**

A Site Plan Review was approved for this three-story self-storage warehouse and office building in 1999. At the time of approval positive findings were made to approve the Site Plan Review. The building was found to be compatible with neighboring structures and conform to the design standards of the zone. The building is a modern design finished in a light stucco color with a darker accent trim. Windows are provided in the office area and along the front facade for design and security purposes. The building has both flat and sloping roof elements with a building setback at the third floor. This building currently meets this condition and is very well maintained. The proposed modifications within the existing warehouse will not affect the west (street) elevation.

- 6. Building materials. The material used for buildings, roofs, fences and other structures shall be compatible with the desired character of the zone and shall be visually pleasing, especially near residential uses.**

The finish material on the building is a cream colored stucco with a metal seam roof. Fencing materials include block and wrought iron. The front elevation that faces residential uses to the west across Cherry Avenue is pleasing and attractive. The only exterior changes proposed to the existing building are on the north and east elevations and are not visible from the street. The minor changes include new door and window locations at grade and an elevator shaft that projects 18" above the existing roofline at the rear of the building.

- 7. Street facades. The design and layout of the street side of the site shall be a varied and interesting façade. Considerations include the use of setbacks, building placement, roof design, variations in building walls, fencing, other structural elements, and landscaping. Access doors to individual storage units shall be located within a building or shall be screened from adjacent property or public right of ways.**

The current building design is both attractive and acceptable in its' current state. The front facade is improved with a tower element to emphasis the entrance, windows have been placed along the entire front facade at the street level, a setback is provided at the upper floor to provide some variation in the front elevation, and varying roof heights have been utilized. This facade will not change with the proposed modification. Access to all storage units in the three-story warehouse building where the new floor area will be located is from interior hallways.

- 8. Landscaping.** The landscaping on the site shall be abundant and shall provide an appropriate transition from public to private spaces, separate and buffer the buildings from other uses, and provide visual relief from stark, linear building walls.

The existing landscaping is abundant and maintained in good condition.

- 9. Fencing.** Any proposed fencing shall be designed to be compatible with the desired character of the area and is especially sensitive to abutting residential uses. Use of rolled razor wire is prohibited adjacent to residential zones.

No new fencing is proposed.

- 10. Lighting.** Exterior lighting shall not intrude on surrounding properties.

The site is currently in compliance with this condition.

- 11. Noise.** The hours of operation and access to the storage units shall be limited to seven o'clock (7:00) a.m. to seven o'clock (7:00) p.m. Monday through Friday and none o'clock (9:00) a.m. To five o'clock (5:00) p.m. Saturday and Sunday and holidays. To further limit noise impacts, metal roll-up doors shall be lubricated and maintained on a regular monthly basis.

The current hours of operation for the office are 9:30 a.m. to 6:00 p.m. Monday – Friday, 8:30 a.m. to 5:00 p.m. Saturday, and 8:30 a.m. to 2:00 p.m. Sunday. The hours of operation for the one-story units with exterior access are 6:00 a.m. to 6:00 p.m. Monday-Friday, Saturday 6:00 a.m. to 5:00 p.m., and Sunday 6:00 a.m. to 2:00 p.m. The hours for the three-story warehouse are 9:30 a.m. to 6:00 p.m. Monday- Friday, 9:30 a.m. to 5:00 p.m., Saturday, and Sunday 9:30 to 2:00 p.m

This self-storage facility has operated with these hours for over two years for the indoor three-story self-storage building and since 1986 for the one-story outside spaces without any negative impact; therefore, no change to the hours of operation is proposed. A condition of approval will be added that if noise problems arise the hours of operation will be subject to further restriction to the satisfaction of the Director of Planning and Building.

12. Security. Prior to the issuance of building permits, the project shall submit a security plan that will be subject to the review and approval of the police Department.

The conditions of approval require that the applicant submit a lighting and security plan to the Police Department prior to issuance of a building permit.

13. Loading. Provide adequate loading and unloading areas outside of fire lanes.

Approximately 40 parking spaces are provided outside of the required fire lanes and only 19 parking spaces are required.

PUBLIC HEARING NOTICE

45 Notices of Public Hearing were mailed on October 18, 2004, to those property owners within a 300 ft. radius of the property. In addition, the elected representative of the 7th Council District was notified, as were the Cerritos Park HOA and Bixby Highlands NIA.

REDEVELOPMENT REVIEW

The site is not located in a Redevelopment Project Area.

ENVIRONMENTAL REVIEW

In accordance with the guidelines to implement the California Environmental Quality Act, a Negative Declaration (ND 20-04) has been prepared and is forwarded to the Planning Commission for concurrent consideration.

IT IS RECOMMENDED THAT THE PLANNING COMMISSION

1. Certify Negative Declaration 20-04;
2. Recommend that the City Council approve a Zone Change from CHW (Regional Highway District) to CS (Commercial Storage); and
3. Approve Site Plan Review and Conditional Use Permit, subject to conditions of approval.

Respectfully submitted,

FADY MATTAR,
ACTING DIRECTOR OF PLANNING AND BUILDING

By: Lynette Ferenczy
LYNETTE FERENCZY
PLANNER

Approved: GREG CARPENTER
GREG CARPENTER
PLANNING BUREAU MANAGER

**SITE PLAN REVIEW, CONDITIONAL USE PERMIT
CONDITIONS OF APPROVAL**

Case No. 0406-18

Date: November 4, 2004

1. This approval and all development rights hereunder shall **terminate one year** from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced or a time extension is granted, based on a written and approved request submitted prior to the expiration of the one year period as provided in Section 21.21.406 of the Long Beach Municipal Code.
2. The use permitted hereby on the site, in addition to other uses permitted in the CS zone, shall be a self-storage facility.
3. This approval shall be invalid if the owner(s) and/or applicant(s) have failed to return **written acknowledgment** of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date). Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval to the satisfaction of the Zoning Administrator.
4. If, for any reason, there is a **violation of any of the conditions** of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.
5. In the event of **transfer of ownership** of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions, which are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
6. All conditions of approval **must be printed** verbatim on all plans submitted for plan review to the Planning and Building Department. These conditions must be printed on the site plan or a subsequent reference page.
7. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow **periodic re-inspections**, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).

8. The operational conditions of approval of this permit **must be posted** in a location visible to the public, in such a manner as to be readable when the use is open for business.
9. All conditions of approval **must be printed** verbatim on all plans submitted for plan review to the Planning and Building Department. These conditions must be printed on the site plan or a subsequent reference page.
10. The plans submitted for plan review must explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Site Plan Review Committee. The building shall be painted to match the existing building. **No substantial changes** shall be made without prior written approval of the Site Plan Review Committee and/or the Planning Commission.
11. The Director of Planning and Building is authorized to make **minor modifications** to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project. Any major modifications shall be reviewed by the Site Plan Review Committee or Planning Commission, respectively.
12. The applicant shall comply with all mitigation measures of the applicable Environmental Review (ND 20-04) prior to issuance of a Certificate of Occupancy. These mitigation measures must be printed on all plans submitted for plan review (attached).
13. Site development, including landscaping, shall conform to the approved plans on file in the Department of Planning and Building. At least **one set of approved plans** containing Planning, Building, Fire, and, if applicable, Redevelopment and Health Department stamps **shall be maintained at the job site**, at all times for reference purposes during construction and final inspection.
14. All landscaped areas must be maintained in a neat and healthy condition, including public parkways and street trees. Any dying or dead plant materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42 (Landscaping) of the Zoning Regulations. At the discretion of city officials, a yearly inspection shall be conducted to verify that all irrigation systems are working properly and that the landscaping is in good healthy condition. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council.
15. The **property** shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants. This shall encompass the maintenance of exterior facades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).

16. Any graffiti found on site must be removed within 24 hours of its appearance.
17. All parking areas serving the site shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent or abutting residential buildings or neighborhoods pursuant to Section 21.41.259. Other security measures may be required to be provided to the satisfaction of the Chief of Police.
18. **Energy conserving equipment**, lighting and construction features shall be utilized on the building.
19. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.
20. All **rooftop mechanical equipment** shall be fully screened from public view. Said screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved by the Director of Planning and Building prior to the issuance of a building permit.
21. Adequately sized **trash enclosure(s)** shall be designed and provided for this project as per Section 21.46.080 of the Long Beach Municipal Code. The designated trash area shall not abut a street or public walkway and shall be placed at an inconspicuous location on the lot.
22. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau must be secured. Please see Building Department TAC comments from July 14, 2004 (attached).
23. Separate building permits are required for signs, fences, retaining walls, trash enclosures, flagpoles, pole-mounted yard lighting foundations and planters.
24. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.
25. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for their review and approval prior to the issuance of a building permit. The applicant shall provide occupancy classification of existing building and new addition. The applicant shall also disclose all storage of any new or existing hazardous materials.

26. Grading and construction activities shall conform to Rule 403 of the South Coast Air Quality Management District and shall include the following:
- a. Use water trucks and hoses to wet exposed and graded areas at least twice daily with complete coverage on all active areas and periodic wash-downs of public streets in the vicinity of all entrances and exits to the project site. Increase frequency of watering to three or more times per day whenever winds exceed 15 miles per hour, and cease grading activities during period of winds greater than 30 miles per hour.
 - b. Water material being excavated and stockpiled.
 - c. Water grading and cover materials being transported.
 - d. Maintain grading and construction equipment in proper tune.
 - e. Schedule truck trips to avoid peak hours (7-9 a.m. and 4-6 p.m., weekdays).
 - f. Discontinue construction during stage II smog alerts (ozone more than or equal to 0.35 ppm.)
27. The following shall be provided to the satisfaction of the Director of Public Works:
- A. Demolition and reconstruction of curb and gutter, driveways, sidewalks, wheelchair ramps, roadway and alley pavements, removal and relocation of utilities, traffic striping and signing, street tree removals and plantings in the public right-of-way, shall be performed under Public Works permit. Contact the Public Works counter on the 4th floor of City Hall, at (562) 570-6651, for additional information regarding building permits.
 - B. Any off-site improvements found damaged as a result of construction activities shall be reconstructed by the Developer to the satisfaction of the Director of Public Works.
 - C. The Director of Public Works shall approve the location of any proposed driveways.
28. The applicant shall comply with the following requirements to the satisfaction of the Fire Department:
- A. Provide a current water flow test from the Long Beach Water Department;
 - B. Justify the new square footage for the total building;
 - C. All sprinkler drawings to be submitted separately for new layouts of the building; and
 - D. Additional requirements will apply at the time of plan review.
29. The applicant shall comply with the following recommendation to the satisfaction of the Long Beach Police Department:
- o Address markers (including street names shall be clearly posted at all street level entrances, using letters and numbers no less than four inches in height, of a contrasting color to the background. These address markers shall be illuminated during hours of darkness.
 - o Address marker (Including street name) shall be clearly posted, using 4' strokes of a contrasting color to the background, on the rooftop for police

helicopter identification.

- Each exterior entry door shall have a light, which clearly illuminates the entryway.
- All vehicular drive and parking surfaces shall be illuminated with a minimum maintained one foot-candle of light at ground level during darkness.
- All public and private stairwells shall be illuminated with a minimum maintained five-tenths (0.5) foot-candle of light at all times.
- All exterior lighting shall be controlled by a dusk-to-dawn automatic switch.
- No sodium lighting shall be installed-white lighting only. Metal halide is strongly recommended.
- Gates shall be wrought iron to enhance natural surveillance.
- All light fixtures shall have vandal resistant features.
- Elevators shall have a wide-angle mirror in them to allow the entire inside to be viewed before entering. Minimum lighting inside elevators shall be two-foot candle at all times.
- Video and audio monitoring of the new facility is staff is not stationed inside.
- Call boxes shall be provided on each floor.

The final lighting and security plan along with photometric calculations shall be submitted to the Police Department for review prior to the issuance of a building permit. If you have any questions or need further information, please feel free to contact Mike Weber at (562) 570-5805.

30. The conditions of approval from Case No 9909-06 shall remain in effect.
31. The facility shall not be used for manufacturing, retail or wholesale selling, office, other business or service use or human habitation.
32. Prefabricated shipping containers shall no be allowed on site located within 1000 feet of any property zoned for residential use, unless located or screened so as to not be visible from a public street.
33. The hours of operation for the office and three-story warehouse shall be from 7:00 a.m. to 7:00 p.m. Monday–Friday and 8:30 a.m. to 5:00 p.m. Saturday and Sunday. The hours of operation for the one-story units with exterior access shall be from 6:00 a.m. to 6:00 p.m. Monday-Friday, Saturday 6:00 a.m. to 5:00 p.m., and Sunday 6:00 a.m. to 5:00 p.m. If noise problems arise the hours of operation shall be subject to further restriction to the satisfaction of the Director of Planning and Building.
34. Metal roll-up doors shall be lubricated and maintained on a regular monthly basis.
35. Compliance is required with these Conditions of Approval as long as this use is on site. As such, the site shall be available for periodic reinspection conducted at the discretion of city officials, to verify that all conditions of approval are being met. The property owner shall reimburse the City for the inspection cost as per special building inspection specifications established by City Council.

Changed
at P.C.
M-F 7am-7pm
S 8:30am-5pm
11/4/04

36. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
- a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
 - b. Saturday: 9:00 a.m. - 6:00 p.m.; and
 - c. Sundays: not allowed.
37. The applicant shall defend, indemnify, and hold harmless the City of Long Beach, its agents, officers, and employees from any claim, action, or proceeding against the City of Long Beach or its agents, officers, or employees brought to attack, set aside, void, or annul an approval of the City of Long Beach, its advisory agencies, commissions, or legislative body concerning this project. The City of Long Beach will promptly notify the applicant of any such claim, action, or proceeding against the City of Long Beach and will cooperate fully in the defense. If the City of Long Beach fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Long Beach.

NOTE(S):

Unless this project obtained vested rights, it is subject to changes relative to Zoning or General Plan amendments that occur after the attainment of Site Plan Review approval. Thus, it is strongly recommended that the project manager closely monitor the activities of the Planning Commission and City Council. It is not the responsibility of the Department of Planning and Building to provide constant updates on possible changes.



Date: July 14, 2004

To: Pacific Planning Group

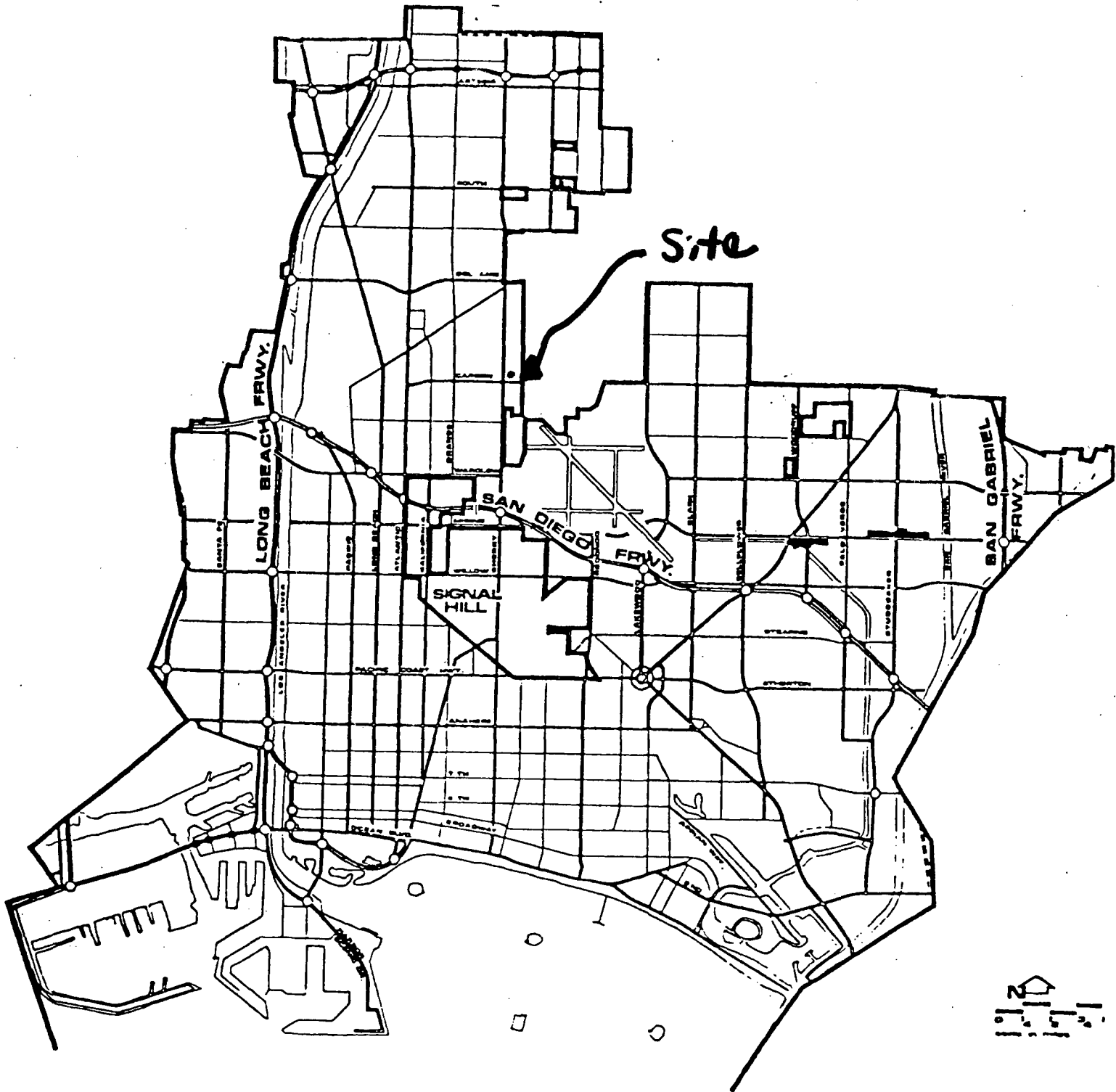
From: Alexander Dixon, Jr., Civil Engineer [(562) 570-6214]

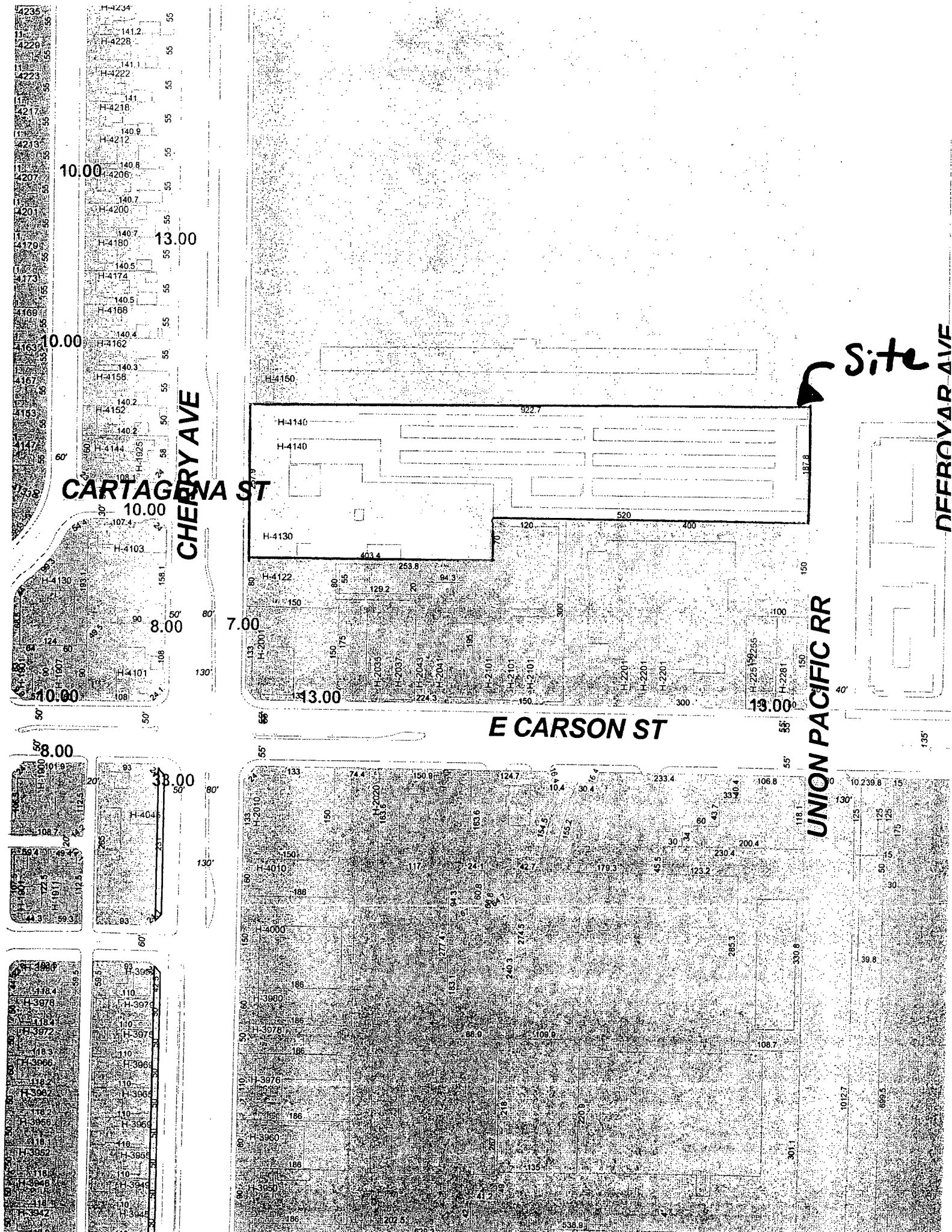
Subject: **PROPOSED CONVERSION OF WAREHOUSE TO MINISTORAGE @ 4100
CHERRY AVENUE**

1. The current prevailing building and construction codes in the City of Long Beach are the 2001 Edition of the California Building Code, 2001 Edition of the California Mechanical Code, 2001 Edition of the California Plumbing Code and 2001 Edition of the California Electric Code, except as amended and modified in the Long Beach Municipal Code.
2. The building and facilities must be accessible to and usable by the physically disabled per Title 24, California Code of Regulations.
3. Show on the plans a continuous and unobstructed path connecting all accessible elements and spaces in an accessible building or facility that can be negotiated by a person with a severe disability using a wheelchair and that is also safe for and usable by persons with other disabilities. The path must satisfy the width, slope and surface condition (ie . . . drainage swale . . .) mandated by the 2001 California Building Code.
4. The customer side of the cash register counter must be made accessible to the disabled.
5. The Clean Water Act of 1972 requires for your proposed project that adequate and proper design and construction measures be taken to protect the storm water system and waterways from contamination. A NPDES (National Pollutant Discharge Elimination System) permit may be required prior to any storm waters being discharged into any receiving waters from a building site or a construction site.
6. All sheets of the plans and the first sheet of the calculations are required to be stamped and signed by the California licensed Architect and/or Engineer responsible for the design.
7. The engineer of record, or another equally qualified engineer appointed by him/her, shall make "Structural Observation" visits to the jobsite at significant construction stages and at completion of the structural system to verify general conformance of the structural system to the approved plans and specifications. A narrative shall be provided on plans that gives a detailed description of the structural observation program. The engineer must clearly describe and list the intended visits at the particular stages of construction and the intended structural systems/elements to be observed. (Long Beach Municipal Code Section 18.24.084)

8. Separate permits are required for signs, fences, retaining walls, trash enclosures, flagpoles, pole mounted yard lighting foundations and planters.
9. Separate approvals and construction permits shall be required for the Mechanical, Electrical and Plumbing disciplines.
10. A separate demolition permit shall be required to demolish any existing buildings on the site.
11. This project requires Fire Prevention Bureau approval stamp and signature on the final plans prepared for building permit issuance.
12. This project requires Planning Department approval stamp and signature on the final plans prepared for building permit issuance.
13. The Building and Safety Bureau offers the capability for "front end" permit processing and recommends that your proposed project information be faxed to the Chief Building Inspector or to the Senior Combination Building Inspector prior to your visit to the office for Plan Check submittal. If the staff should be given an opportunity to begin processing the application for permit prior to your visit, the time needed to complete the application process may be significantly reduced. Contact may be made by Voice: (562) 570-6651 and Fax: (562) 570-6753.

LOCATION MAP





MITIGATION MONITORING PROGRAM

Measure 1: All construction activities shall conform to Rule 403 of the South Coast Air Quality Water District on Fugitive Dust.

Timing: Ongoing during construction.

Enforcement Agency: Department of Planning and Building

Measure 2: All wastewater on the project site resulting from construction cleanup activities shall be pumped and removed to an appropriate disposal facility in accordance with NPDES requirements.

Timing: Ongoing during construction.

Enforcement Agency: Department of Planning and Building

Measure 3: All streets and alleys in and on the perimeter of the project site shall be dry swept to minimize mud, along with all applicable NPDES requirements for pollutant reduction techniques when flushing paved surfaces.

Timing: Ongoing during construction.

Enforcement Agency: Department of Planning and Building

Measure 4: All project construction activities must conform to the City's Noise Ordinance. As stated in §8.80.202, "no person shall operate or permit the operation of any tools or equipment used for construction, alternation, repair, remodeling, drilling, demolition or any other related building activity which would produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m."

Timing: Ongoing during construction.

Enforcement Agency: Department of Planning and Building,
Health Department

Measure 5: Prior to commencement of any construction activities, a truck schedule and transportation plan shall be submitted for the discretionary review and approval of the City's Traffic Engineer.

Timing: Ongoing during construction.

Enforcement Agency: Department of Public Works,
Traffic Engineering

4100 Cherry Avenue- Site Photos

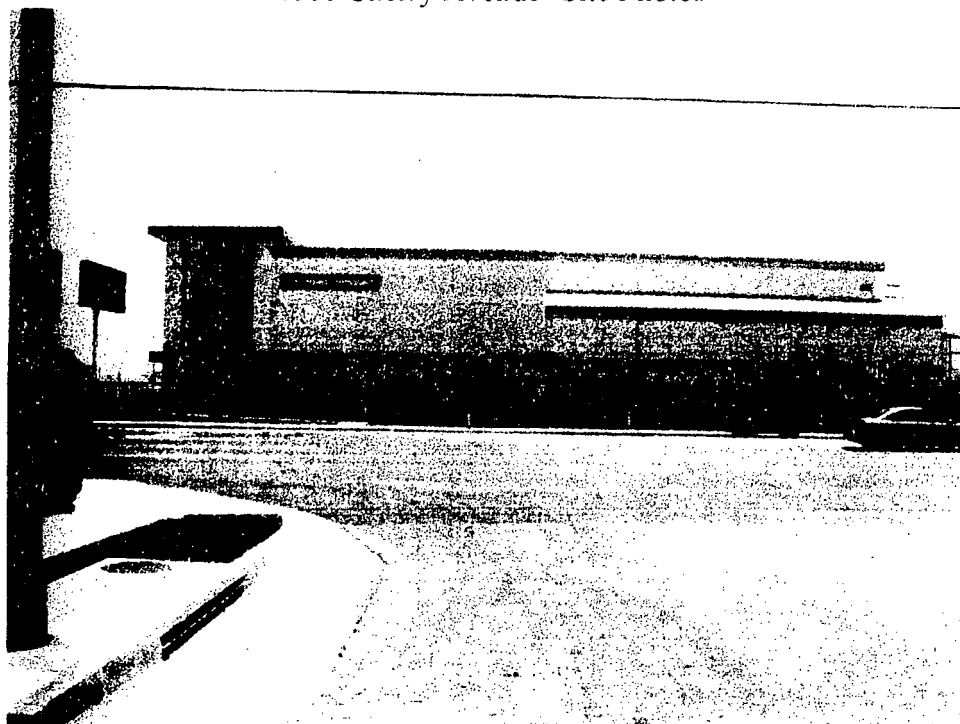


Photo #1 Looking at existing Public Storage facility from Cartegena

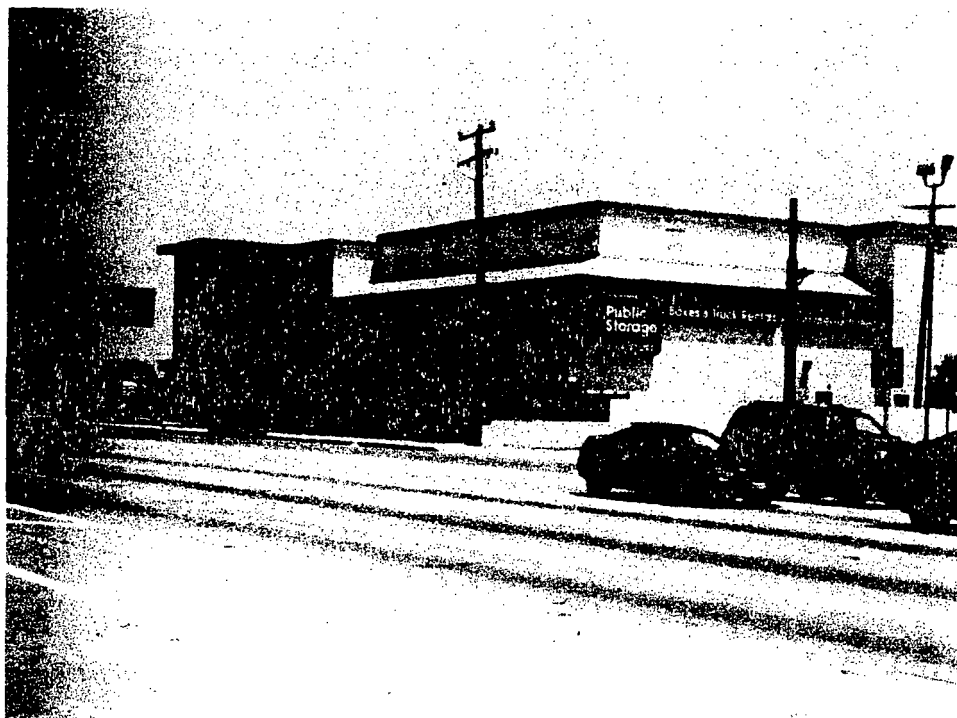


Photo #2 Looking North from Carson-Cherry Intersection

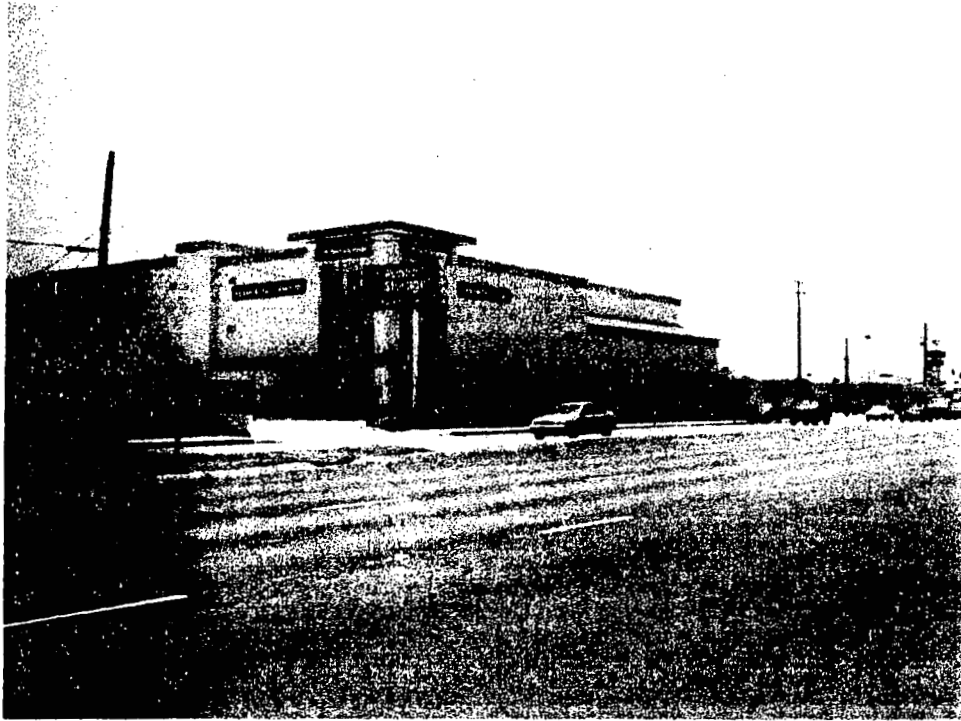


Photo #3 Looking South East from Cherry Avenue

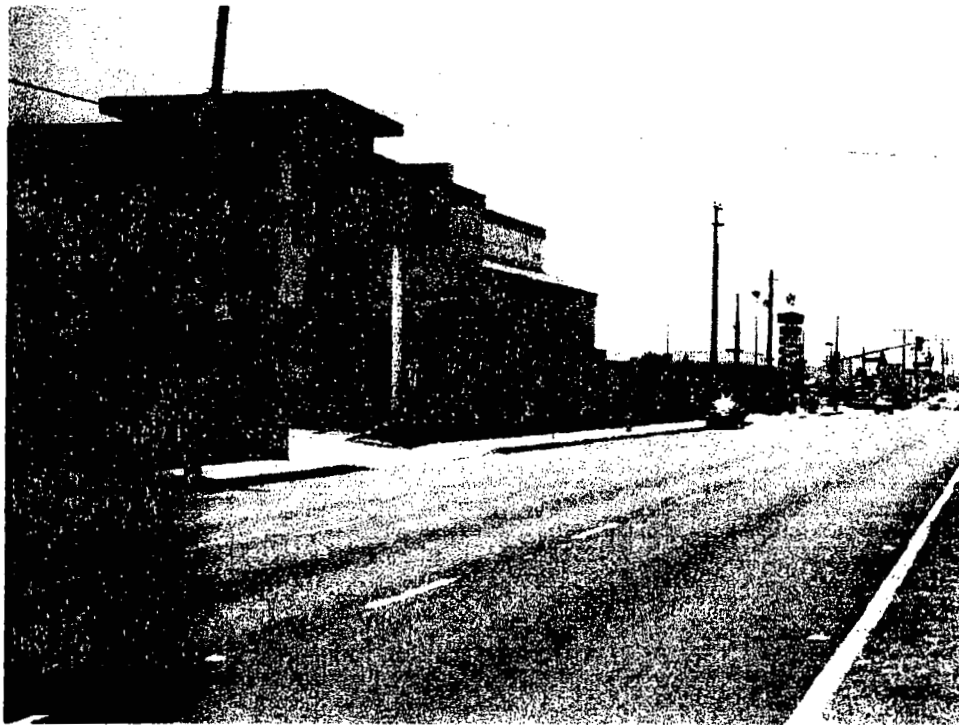


Photo #4 Looking South from Cherry Avenue

PUBLIC STORAGE

4100
CHERRY AVENUE
LONG BEACH
CA

OPTION A

[illegible]

Sheet title

Site Plan

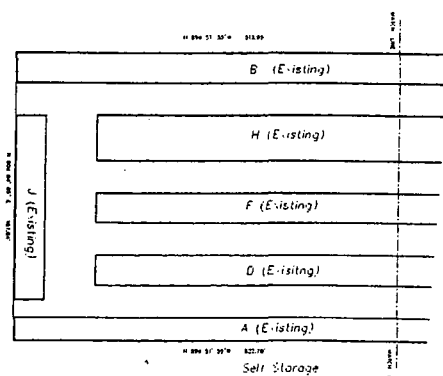
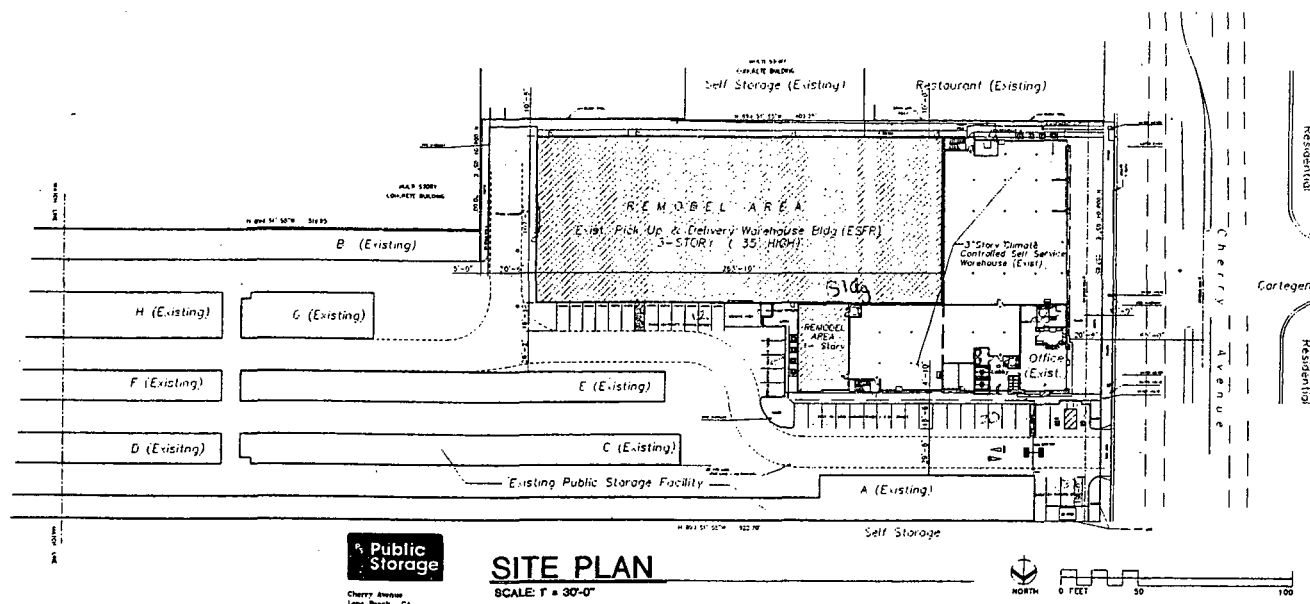
Approved/Archives:

Checked Date 6-3-04

Drawn RCL Job Number -

Sheet Number

A-1



SITE PLAN

SCALE: 1" = 30'-0"

PROJECT STATISTICS:

LOT SIZE: 202,032 S.F.

- LOT COVERAGE - (EXISTING)

BUILDINGS:	110,896 S.F.	55%
PAVING:	82,136 S.F.	41%
LANDSCAPE	9,000 S.F.	4%

BUILDING AREA SUMMARY: (WITHIN EXIST. MULTI-STORY STORAGE/WAREHOUSE BLDG.)

	EXISTING	PROPOSED NEW	TOTAL
FIRST FLOOR:	47,051 S.F.	0	47,051 S.F.
(18,755 - stor. + 28,296 - FUD)			
SECOND FLOOR:	17,953 S.F.	28,296 S.F.	46,279 S.F.
THIRD FLOOR:	16,710 S.F.	28,296 S.F.	45,006 S.F.
	\$1,744 S.F.	\$6,592 S.F.	\$138,336 S.F.

REQUIRED FARMING.

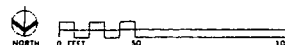
EXIST. STORAGE	1/100 UNITS	(1911 UNITS)	9
BASE:			3
NEW REMODEL STORAGE	1/100 UNITS	(534 UNITS)	6
		636 1547	

· PROPOSED PARKING:

FULL SIZE SPACE:	26
COMPACT SPACE:	12
DISABLED SPACE:	3

SITE PLAN

SCALE: 1" = 30'-0"



LEGAL DESCRIPTION

PARCEL 2 OF PARCEL MAP 7729, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 81, PAGES 73 TO 79 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

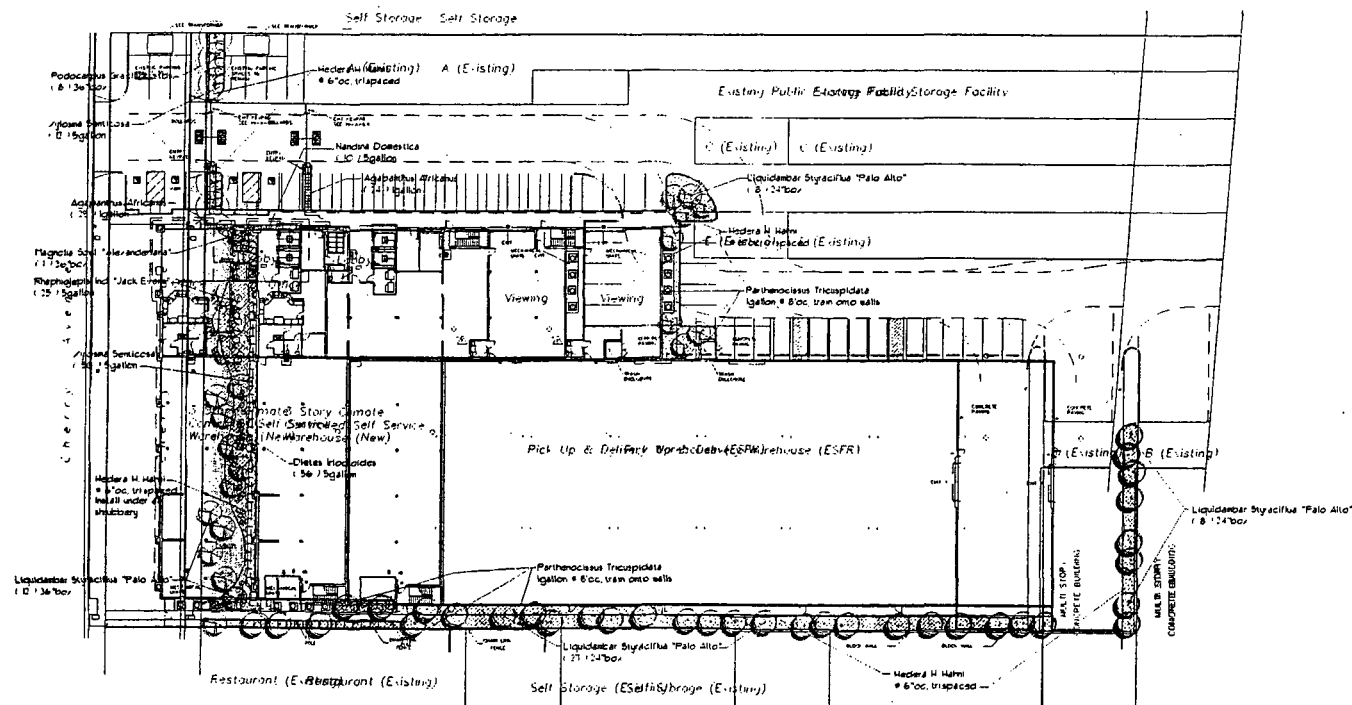
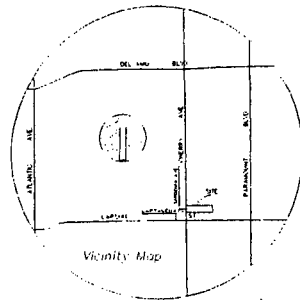
EASEMENTS

6 A 10 FT EASEMENT FOR POLES
RECORDED DEC 3, 1955 AS INSTRUMENT
NO. 2597, IN BOOK 43300 PAGE
398, OFFICIAL RECORDS.

7. AN EASEMENT FOR AVIGATION
RECORDED JULY 13, 1977 AS INSTRUMENT
NO. 77-755377. OFFICIAL RECORDS SAID
EASEMENT IS BLANKET IN NATURE AND IS
LOCATED ABOVE ELEVATION 120 FEET

2. A 10 FOOT EASEMENT FOR PUBLIC UTILITIES RECORDED DEC. 18, 1986 AS INSTRUMENT NO. 86-1763574, OFFICIAL RECORDS

$\frac{15.47}{3.125} = 4.95$



Site Landscape Planting Plan



Kevin Brandon J. Assoc.
Landscape
Architecture
1000 S. B. Birch Street
#100
Hunting Beach,
California 92648
949-261-8044 - Phone
949-261-8084 - Fax
jbrandon@KJAA.com

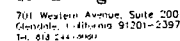
A New Storage
Facility for



Project #17-443
4100 Cherry Avenue
Laguna Beach, California

Project Number
9931
Drawing Number
9931A001
Issue Dates
Plan Check Corrections
May 22, 2000
October 31, 2000

Landscape
Planting Plan

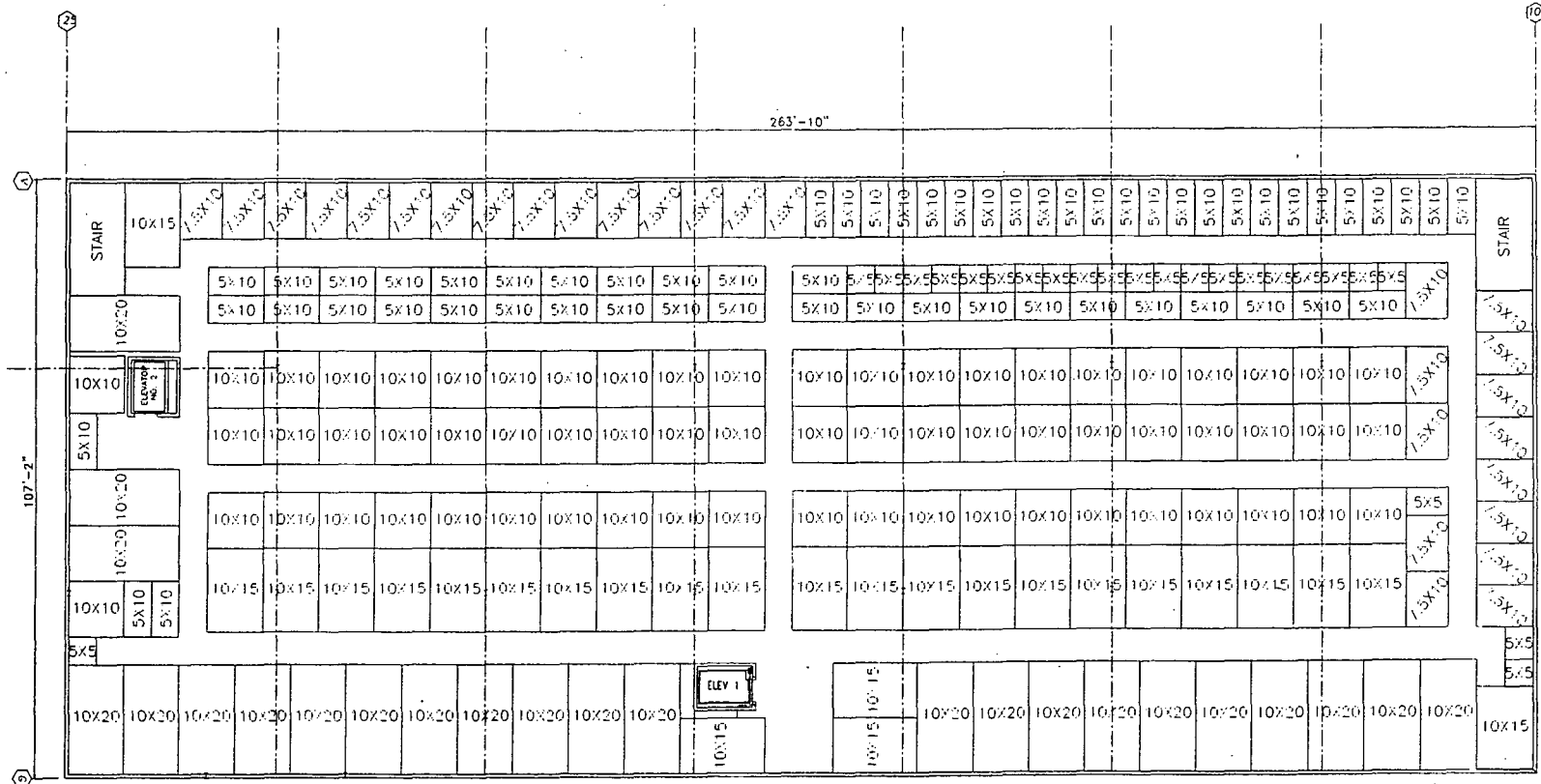


OPTION A

[illegible]

Approved/Architect -
Checked Date 6-3-04
Drawn RCL Job Number -
Sheet Number -

A-3

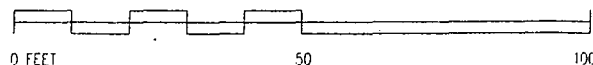


NORTH

SECOND FLOOR PLAN

28,296 S.F.

SCALE: 1" = 30'-0"



PUBLIC STORAGE

4100
CHERRY AVENUE
LONG BEACH
CA

OPTION A

[illegible]

Short title

Building Elevations

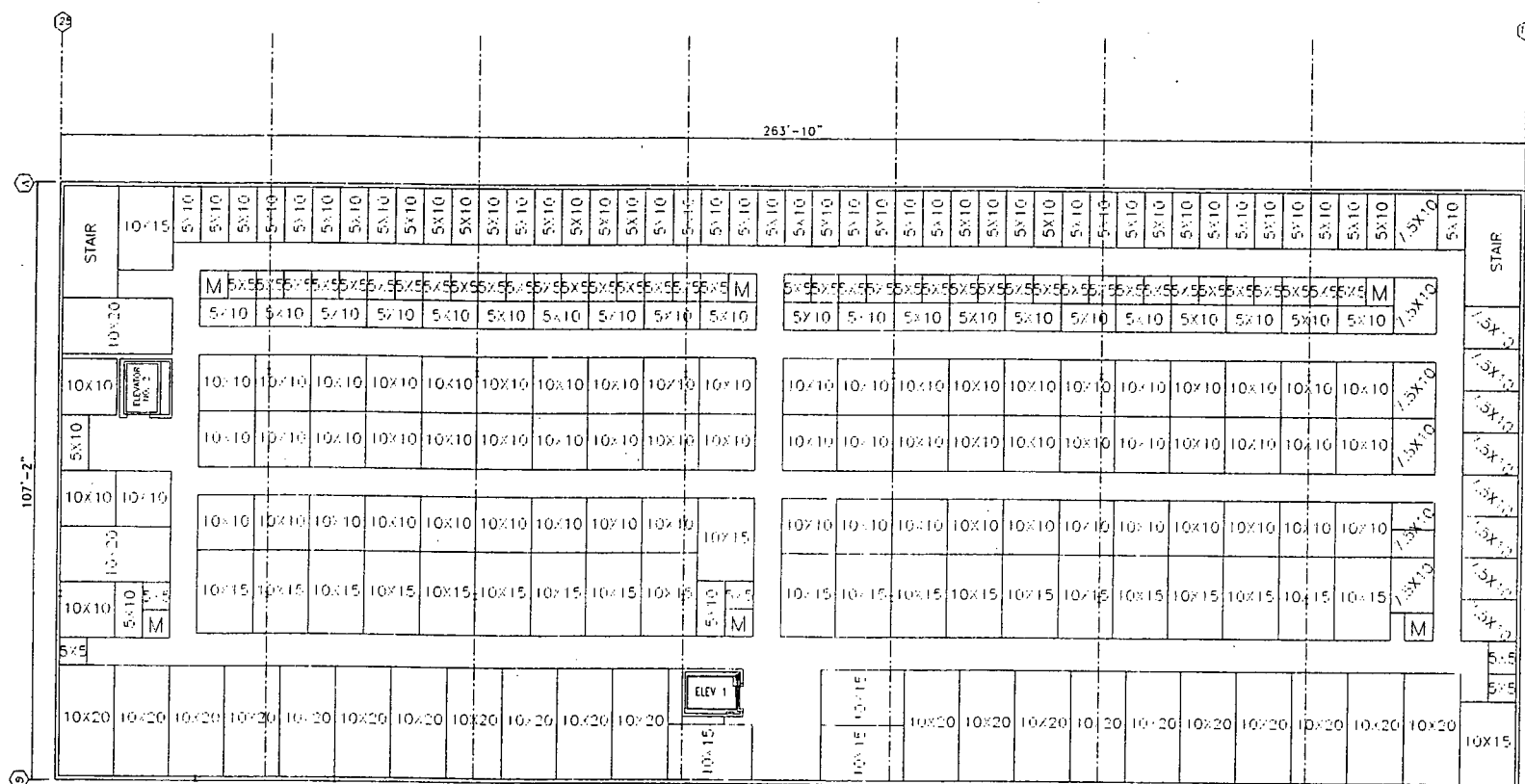
Approved/Architect -

Checked Date 6-3-04

Drawn RGL Job Number -

Steel Number

A-4

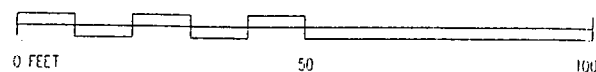


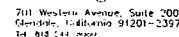
NORTH

THIRD FLOOR PLAN

28,296 S.F.

SCALE: 1" = 30'-0"





4100
CHERRY AVENUE
LONG BEACH
CA

OPTION A

NORTH

Sheet title
Building Elevations

Approved/Architect

Checked Date 6-3-04

Drawn RUL Job Number

Sheet Number

DRAFT

DRAFT

CITY PLANNING COMMISSION MINUTES

NOVEMBER 4, 2004

The regular meeting of the City Planning Commission convened Thursday, November 4, 2004, at 1:35pm in the City Council Chambers, 333 W. Ocean Boulevard.

PRESENT: COMMISSIONERS: Charles Winn, Charles Greenberg,
Morton Stuhlbarg, Nick Sramek,
Mitch Rouse, Leslie Gentile

ABSENT: EXCUSED: Matthew Jenkins

CHAIRMAN: Morton Stuhlbarg

STAFF MEMBERS PRESENT: Greg Carpenter, Zoning Officer
Angela Reynolds, Advance Planning
Lynette Ferenczy, Planner
Jamilla Vollmann, Planner
Derek Burnham, Planner
Vickie Becker, Planner

OTHERS PRESENT: Mike Mais, Assistant City Attorney
Otis Ganoza, Redevelopment Agency
Marcia Gold, Minutes Clerk

PLEDGE OF ALLEGIANCE

Commissioner Gentile led the pledge of allegiance.

SWEARING OF WITNESSES

CONSENT CALENDAR

Commissioner Greenberg expressed concern about taking action on Item 1A with only the word changes instead of the entire document, and suggested a continuation to give the Commission time to look at the entire project. Commissioner Sramek echoed the concern and said he wanted to see more information before making the suggested recommendation.

Otis Ganoza, Redevelopment Agency, said he would return with the original plan and proposed changes.

Mr. Mais added that the RDA only wanted the Commission to focus on the amendment's conformity to the General Plan.

Commissioner Greenberg moved to continue the item to the November 18, 2004 meeting. Commissioner Sramek seconded the motion, which passed 6-0. Commissioner Jenkins was absent.

Commissioner Greenberg moved to accept Items 1B, 1C, 1D, 1E, 1F and 1G as presented by staff. Commissioner Sramek seconded the motion, which passed 6-0. Commissioner Jenkins was absent.

1A. Poly High Redevelopment Project Area

Applicant: Redevelopment Agency, City of Long Beach
Project Contact: Johnny Vallejo
Subject Site: Poly High Redevelopment Project Area
(Council District 6)
Description: Proposed Ninth Amendment to the
Redevelopment Plan for the Poly High Redevelopment Project
Area.

Continued to the November 18, 2004 meeting.

1B. Mills Act Historic Property Contract

Applicant: Cultural Heritage Commission
Subject Site: 640 W. 8th Street (Council District 1)
Description: Mills Act Historic Property Contract

Recommended City Council approve the execution of a Mills Act Historic Property Contract.

1C. Mills Act Historic Property Contract

Applicant: Cultural Heritage Commission
Subject Site: 1345 Linden Avenue (Council District 1)
Description: Mills Act Historic Property Contract

Recommended City Council approve the execution of a Mills Act Historic Property Contract.

1D. Case No. 0404-13, EIR 36-02

Applicant: McDonnell Douglas Corporation
c/o Boeing Realty Corporation
Subject Site: 3855 Lakewood Boulevard (Council District 5)
Description: Adoption of Douglas Park Design Guidelines

Continued to the November 18, 2004 meeting.

1E. Case No. 0410-11, Conditional Use Permit, Standards Variance, CE 04-211

Applicant: Bob Jackson; Robert & Patricia Friedman
Subject Site: 3300 E. Spring Street (Council District 5)
Description: Conditional Use Permit for the temporary operation of a retail appliance store within the IG (General Industrial) Zone.

Approved the Conditional Use Permit, subject to conditions.

1F. Case No. 0407-03, Condominium Conversion, CE 04-122

Applicant: Adrienne Bridges, ALS Consulting
Subject Site: 250 Pacific Avenue (Council District 2)
Description: Request for the approval of a Condominium Conversion at Pacific Court-Pine Square, to convert an existing 142-unit apartment into condominiums.

Approved the Condominium Conversion for Tract No. 51618, subject to conditions.

1G. Case No. 0408-33, Conditional Use Permit, CE 04-181

Applicant: Cingular Wireless c/o Infranext
Authorized Agent, Gil Gonzalez
Subject Site: 1329 Gladys Avenue (Council District 4)
Description: A Conditional Use Permit to construct and maintain a wireless telecommunications facility, consisting of a 45-foot high monopalm antenna structure with appurtenant equipment.

Approved the Conditional Use Permit, subject to conditions.

R E G U L A R A G E N D A

2. Case No. 0406-18, Conditional Use Permit, Site Plan Review, Zone Change, ND 20-04

Applicant: Jim Fitzpatrick, c/o Martin Parker of Pacific Planning Group
Subject Site: 4100 Cherry Avenue (Council Dist. 7)
Description: Request for approval of a Zone Change for a portion of an existing self-storage facility from a Regional Highway District (CHW) to a Commercial Storage District (CS) and approval of a Site Plan Review and

Conditional Use Permit to expand the self-storage facility by adding floor area within the existing building.

Lynette Ferenczy presented the staff report recommending approval of the requests since there would be no exterior building changes, and because the zone change would provide consistency between the existing uses.

Karen Blankenzee, 23412 Moulton Parkway #140, Irvine, 92653, applicant's representative, stated that they agreed with all the conditions of approval, but asked that the hours of operation be adjusted to add a half hour Monday through Friday.

In response to a query from Commissioner Winn about the zoning history, Mr. Carpenter stated that the City made changes to storage regulations which put the applicant into a non-conforming state forcing them to come before the Commission for a zone change to allow for expansion.

Commissioner Winn moved to certify Negative Declaration 20-04 and to recommend that the City Council approve a Zone Change from CHW (Regional Highway District) to CS (Commercial Storage) and to approve the Site Plan Review and Conditional Use Permit, subject to the amended conditions of approval regarding the hours of operation. Commissioner Greenberg seconded the motion, which passed 6-0. Commissioner Jenkins was absent.

3. Case No. 0407-23, Appeal, CE 04-220

Applicant: Marianne Pettys
Appellant: Gary Silva
Subject Site: 5300 Hanbury Street (Council Dist. 5)
Description: Appeal of Zoning Administrator's decision to approve variance requests to allow the construction of a 294 square foot accessory room attached to an existing garage (360 sq. ft.) and attached accessory room (144 sq.ft.) within the R-1-N zoning district (instead of the maximum allowable 300 sq.ft. combined accessory structure).

Vickie Becker presented the staff report recommending denial of the appeal since the site is physically unique and the addition would be isolated with no impact on the neighbors, and because positive findings could be made to support the variance request.

In reply to a query from Commissioner Gentile regarding the existing bathing facility, Mr. Carpenter stated that it was



CITY OF LONG BEACH

Planning Commission

333 West Ocean Boulevard, 5th Floor

Long Beach, CA 90802

FAX (562) 570-6753

ENVIRONMENTAL PLANNING

\$25.00 FILING FEE

NOTICE OF PREPARATION

To: Office of the County Clerk
Environmental Filings
12400 E. Imperial Highway, #1101
Norwalk, CA 90650

From: Community & Environmental Planning Division
Department of Planning and Building
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Date Mailed:

In conformance with Section 15082 of the State CEQA Guidelines, please post this notice for period of 20 days. Enclosed is the required fee of \$25.00 for processing.

Notice is hereby given that the Long Beach Redevelopment Agency Board, Lead Agency for purposes of CEQA, proposes to adopt a subsequent Negative Declaration for the project listed below:

1. Project Location:

4100 Cherry Avenue

2. Project Title:

Public Self-Storage Facility Expansion

3. Project Description:

Interior renovation of existing three story self-storage warehouse building to remodel first floor and add second and third floors, and a Zone Change for a portion of the site from CHW Regional Highway to CS Commercial Storage.

4. Review period during which the Lead Agency will receive comments on the proposed mitigated Negative Declaration:

Starting Date: October 6, 2004

Ending Date: October 26, 2004

5. Public Meeting of the Planning Commission

Date: November 4, 2004

Time: 1:30 p.m.

Location: City Council Chambers
Long Beach City Hall
333 West Ocean Boulevard, Plaza Level

AGENDA ITEM No.

NEGATIVE DECLARATION 20-04

CITY OF LONG BEACH
Planning Commission

MITIGATED NEGATIVE DECLARATION

PROJECT:

I. TITLE:

Public Self-Storage Facility Expansion

II. PROPONENT

Martin Parker, Pacific Planning Group, 23412 Moulton Parkway, Suite 240, Laguna Hills,
CA 92653

III. DESCRIPTION

Interior renovation of existing three story self-storage warehouse building to remodel first floor and add second and third floors, and a Zone Change for a portion of the site from CHW Regional Highway to CS Commercial Storage.

IV. LOCATION

4100 Cherry Avenue

V. HEARING DATE & TIME

November 4, 2004

1:30 p.m.

VI. HEARING LOCATION

City Council Chambers
Long Beach City Hall
333 West Ocean Boulevard

FINDING*:

In accordance with the California Environmental Quality Act, the Long Beach City Planning Commission has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the Commission hereby finds that the proposed project will not have a significant adverse effect on the environment and does not require the preparation of an Environmental Impact Report because the Mitigation Measures described in the initial study have been added to the project.

Signature: 

Date: 10/4/04

- * If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references.

This document and supporting attachments are provided for review by the general public. This is an information document about environmental effects only. Supplemental information is on file and may be reviewed in the office listed above. The decision making body will review this document and potentially many other sources of information before considering the proposed project.

Public Self-Storage Facility Expansion

INITIAL STUDY



Prepared by:

City of Long Beach
Community and Environmental Planning
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

INITIAL STUDY

1. Project title:

Public Self-Storage Facility Expansion

2. Lead agency name and address:

Planning Commission

City of Long Beach, 333 West Ocean Boulevard, Long Beach CA 90802

3. Contact person and phone number:

Craig Chalfant

Planner

4. Project location:

4100 Cherry Avenue

5. Project sponsor's name and address:

Martin Parker, Pacific Planning Group, 23412 Moulton Parkway, Suite 240, Laguna Hills, CA 92653

6. General Plan:

Land Use Designation No. 9R (Restricted Industry)

7. Zoning:

CS (Commercial Storage) and CHW (Regional Highway)

8. Description of project:

The project site is an existing Public Storage facility located on the east side of Cherry Avenue at the Cartagena Street T-intersection. This facility consists of nine one-story storage buildings (Buildings A through H and Building J) and a three-story building (Building I) containing a self-storage warehouse, pick-up and delivery warehouse, and office space. The pick-up and delivery warehouse area for this three-story building is open from the ground floor and currently used for stacked container storage.

The project is an interior renovation of this pick-up and delivery warehouse area to remodel 30,167 square feet of the first floor for self-storage units and add second and third story self-storage areas totaling 28,296 gross square feet per floor. The amount of net rentable floor area available for client storage will be 22,500 square feet for the first floor, 20,850 square feet for the second floor and 20,500 square feet for the third floor for a total of 63,850 square feet of rentable floor area to accommodate 636 self-storage units on all three floors. The individual storage units will range from 5 foot by 5 foot units up to 10 foot by 30 foot units. In comparison, this warehouse currently accommodates storage of individual pick-up and delivery containers measuring 5 foot by 8 foot by 5 foot, stacked three containers high, with a total storage capacity of 67,635 square feet. The project would therefore result in a 3,785 square foot reduction in rentable storage area.

The project requires Site Plan Review and Conditional Use Permit approvals by the Planning Commission for expansion of this storage facility. The project also involves a Zone Change request to rezone the portion of the project site in the CHW Regional Commercial district to CS Commercial Storage (the remainder of the project site is currently in the CS Commercial Storage district). The Zone Change request requires a recommendation from the Planning Commission and approval by the City Council.

9. Surrounding land uses and setting:

Existing surrounding land uses are as follows:

North: Commercial recreational vehicle storage and All Souls Cemetery on the east side of Cherry Avenue and single-family residential properties along the west side of Cherry Avenue.

South: Commercial retail uses, U-Haul rental and storage facilities at the Cherry Avenue and Carson Street intersection.

West: Single-family residential neighborhood.

East: Multi-family residential uses in the City of Lakewood.

The project site contains the following:

The property on the east side of Cherry Avenue (4100 Cherry Avenue), north of Carson Street and at the Cartagena Street T-intersection, commonly known as Assessor Parcel Number 7151-001-022, totaling 201,521 square feet (4.62 acres).

Cherry Avenue is classified by the Transportation Element of the General Plan as a major arterial street.

10. Other public agencies whose approval is required:

Approval by the Planning Commission for the Site Plan Review and Conditional Use Permit requests for expansion of an existing storage facility.

Approval by the City Council for the Zone Change request for a portion of the site from CHW Regional Commercial to CS Commercial Storage.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Aesthetics	Agriculture Resources	◆ Air Quality
Biological Resources	Cultural Resources	Geology/Soils
Hazards & Hazardous Materials	Hydrology/Water Quality	Land Use/Planning
Mineral Resources	◆ National Pollution Discharge Elimination System	◆ Noise
Population/Housing	Public Services	Recreation
● Transportation	Utilities/Service Systems	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the Environment and a
— **NEGATIVE DECLARATION** will be prepared.

✓ I find that although the proposed project could have a significant effect on the environment, there
— will not be a significant effect in this case because revisions in the project have been made by or
agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

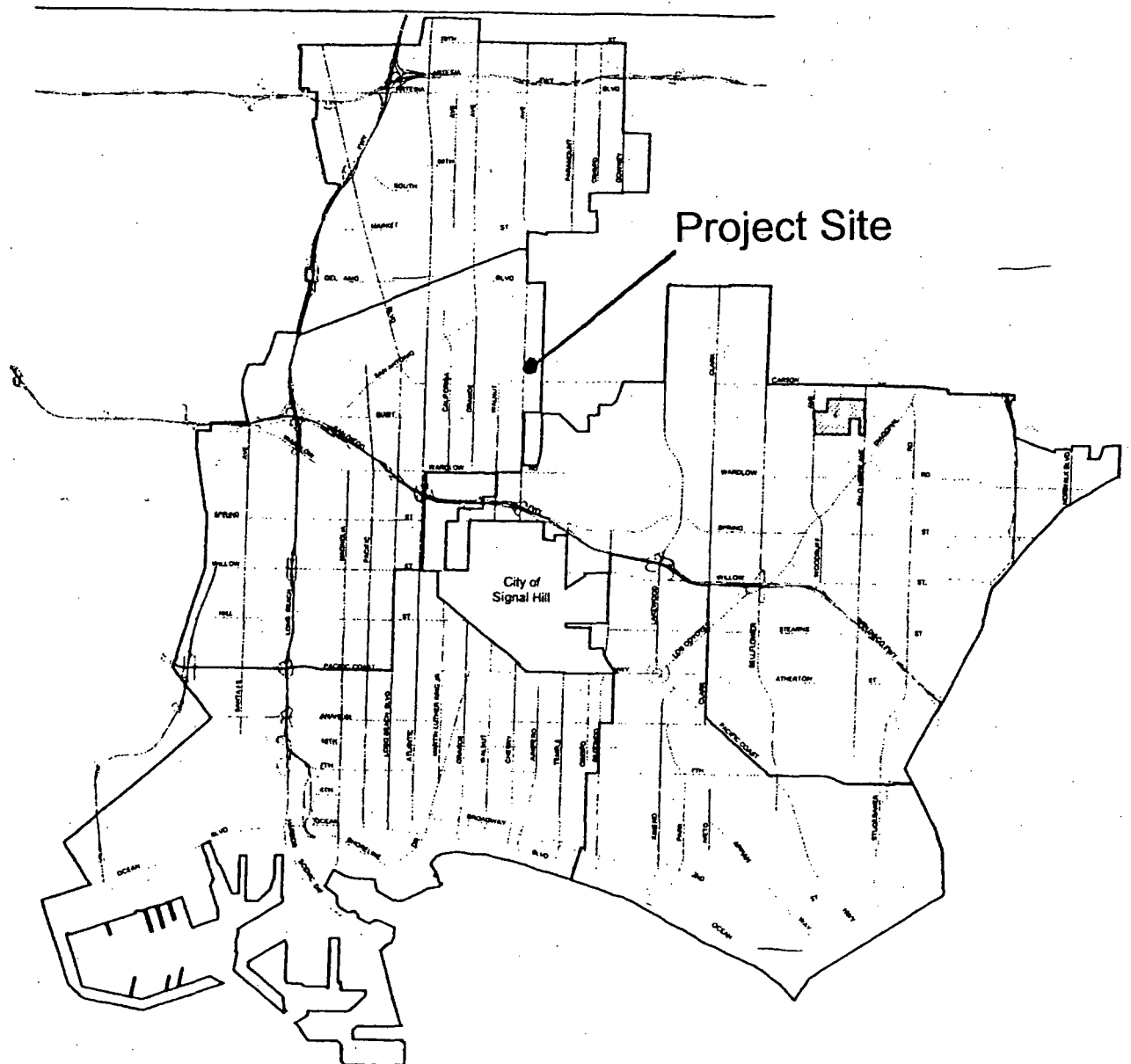
I find that the proposed project **MAY** have a significant effect on the environment, and an
— **ENVIRONMENTAL IMPACT REPORT** is required.

I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has
— been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

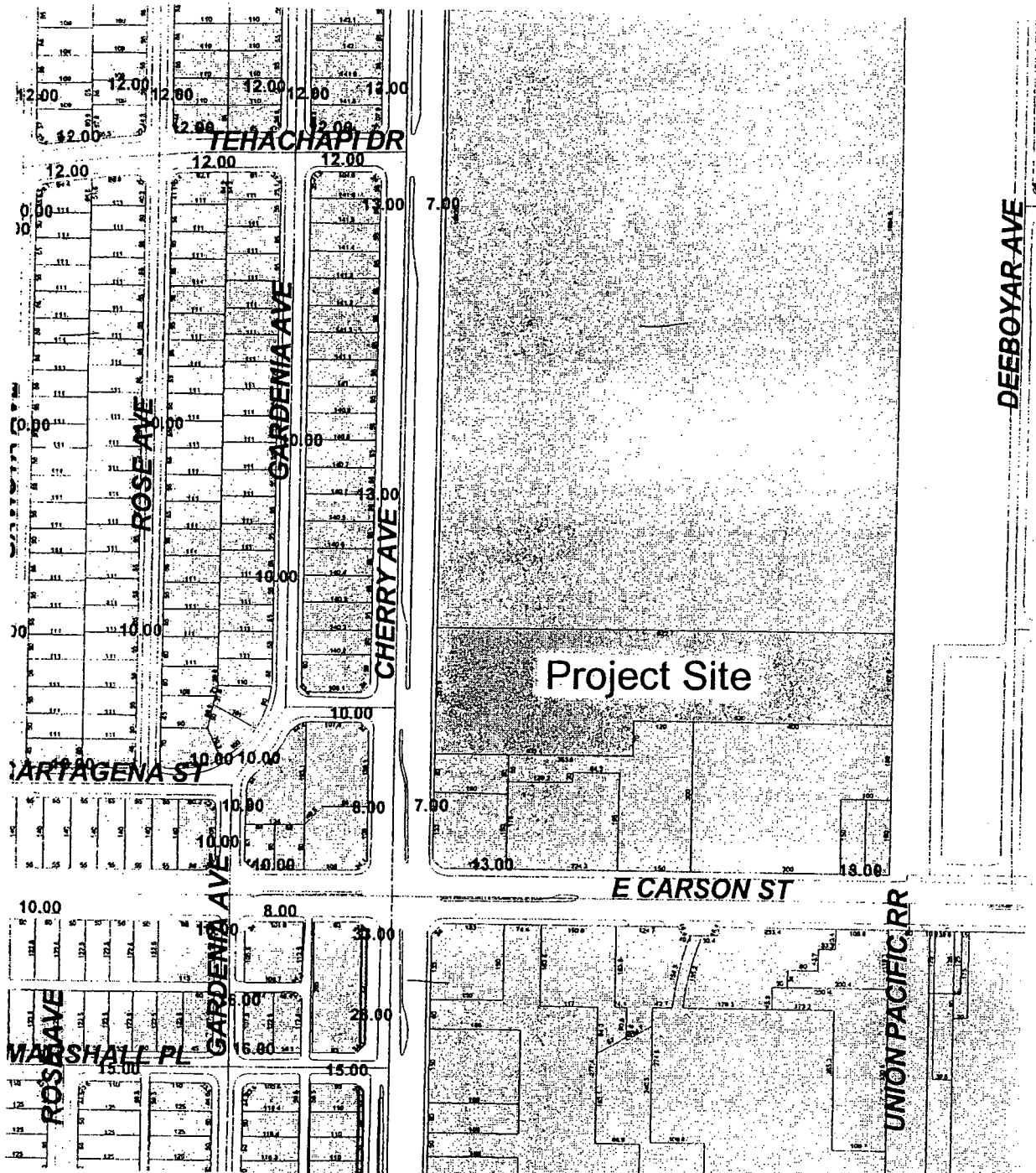
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR
— pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENT IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. A "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less than Significant with "Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration Section 1 5063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the score of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.



Vicinity Map



Project Map

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Public Self-Storage Facility Expansion

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including Liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS –
Would the project:—

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:				
a) Result in a significant loss of pervious surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant discharge of pollutants into the storm drain or water way?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Violate any best management practices of the National Pollution Discharge Elimination System permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS –				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

A. Would the project have a substantial adverse effect on a scenic vista?

No Impact:

There are no declared scenic vistas or routes within the project site vicinity. While Cherry Avenue serves as a major north-south corridor for the Long Beach area, this major arterial is not considered a visual corridor. The project site land use is a storage facility consisting of nine one-story self-storage buildings (Buildings A through H and Building J) and one three-story warehouse building (Building I). The one-story storage buildings are utilitarian in design and typical of this type of land use. The three-story building has a light industrial warehouse appearance from the Cherry Avenue street frontage and displays the Public Storage company signage design. While none of the project site buildings show any signs of deferred maintenance or structural deterioration, these structures are visually undistinguished in terms of aesthetic design.

The project would have minimal impacts on the overall visual character of the subject site and no impact on the portion of the site visible from Cherry Avenue. Project construction primarily involves interior renovation of the pick-up and delivery portion of the three-story warehouse building to remodel the first floor and add new second and third stories for a total of 636 self-storage units on all three floors (see Attachment No. 1, Project Plans). The only exterior modifications would be minor changes to this three-story building on the north and east elevations, involving removal and relocation of sliding doors. Neither building elevation is visible from Cherry Avenue or any other public right-of-way.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact:

The proposed project is located in a highly urbanized area that does not contain any scenic resources. Moreover, the project site is not located on or near a designated State Scenic Highway.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact:

Please see Section I (A) above for discussion.

D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact:

The project involves interior renovation with minor changes to exterior glass sliding doors, which would not create any new sources of light or glare and would not be visible from outside the project site.

II. AGRICULTURE RESOURCES

The project site is not located within an agricultural zone, and there are no agricultural zones within the vicinity of the project. The proposed project is located within a section of the City that has been developed for over 60 years. There are no agricultural resources in or around the project site, and therefore the project will have no effect on agricultural resources within the City of Long Beach or any other neighboring city or county. The proposal will have no effect upon agriculture resources.

III. AIR QUALITY

The South Coast Air Basin is subject to possibly some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

Air quality conditions are primarily affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The South Coast Air Basin generally has a limited capability to disperse air contaminants because of its low wind speeds and persistent

temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

The majority of pollutants normally found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are dominated by sources other than automobile exhaust.

A. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

No Impact:

The Southern California Association of Governments has determined that if a project is consistent with the growth forecasts for the sub region in which it is located, it is consistent with the Air Quality Management Plan (AQMP) and regional emissions are mitigated by the control strategy specified in the AQMP. The project is consistent with the goals of the City of Long Beach Air Quality Element that calls for achieving air quality improvements in a manner that continues economic growth.

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

No Impact:

The California Air Resources Board regulates mobile emissions and oversees the activities of county Air Pollution Control Districts (APCDs) and regional Air Quality Management Districts (AQMDs) in California. The South Coast Air Quality Management District (SCAQMD) is the regional agency empowered to regulate stationary and mobile sources in the South Coast Air Basin.

To determine whether a project generates sufficient quantities of air pollution to be considered significant, the SCAQMD adopted maximum thresholds of significance for mobile and stationary producers in the South Coast Air Basin (SCAB), (i.e., cars, trucks, buses and energy

consumption). SCAQMD Conformity Procedures (Section 6.3 of the CEQA Air Quality Handbook, April 1993) states that all government actions that generate emission greater than the following thresholds are considered regionally significant (see Table 1).

Table 1 SCAQMD Significance Thresholds

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
ROC	75	55
NO _x	100	55
CO	550	550
PM ₁₀	150	150
SO _x	150	150

Project generated emissions would be limited to demolition equipment activities and truck trips related to both movement of demolition equipment and removal of demolition debris. It is anticipated that demolition will be completed in approximately 8 working days. The estimated emissions produced during the duration of the demolition activities are provided below in Table 2. The source of these estimates is from SCAQMD's URBEMIS 2002 Version 7.5.0 air pollution emissions model.

Table 2 Estimated Project Emissions

	ROC	NO _x	CO	PM ₁₀
Project Emissions	3.15	23.44	27.64	2.31
AQMD Thresholds	75	100	550	150
Exceeds Thresholds	No	No	No	No

- C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

No Impact:

Please see Sections III (A) and (B) above for discussion.

- D. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant with Mitigation Incorporation:

During construction activities, truck trips to and from the project site could generate potentially significant amounts of dust and particulate matter along Cherry Avenue and Carson Street. Since this is an interior renovation project, no significant levels of dust or particulate matter are anticipated on the project site and adjoining properties. However, adherence to the following mitigation measure will reduce the potential impacts from construction truck trips to a level of insignificance:

1. All construction activities shall conform to Rule 403 of the South Coast Air Quality Water District on Fugitive Dust.

It is anticipated that any potential impacts will be reduced to a less than significant level with mitigation incorporation.

E. Create objectionable odors affecting a substantial number of people?

No Impact:

The proposed construction activities would not generate or emit any objectionable odors. Construction odors would be limited to periodic diesel emissions from trucks hauling construction materials and equipment, which are generally not understood as objectionable and regulated by the South Coast Air Quality Management District (SCAQMD).

IV. BIOLOGICAL RESOURCES

The project site is located within a highly urbanized portion of the City, with predominately commercial land uses along the east side of Cherry Avenue and residential uses both west of Cherry Avenue and east of the project site in the City of Lakewood. The project site is improved with self-storage buildings and paved parking and drive aisle areas. On-site vegetation is limited to the landscaped area along the Cherry Avenue street frontage and portions of the three-story building, consisting of common horticultural shrub and ground cover species. There is no evidence of rare or sensitive species as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations.

The project site is not located in a protected wetlands area. The proposed interior renovations would not interfere with the migratory movement of

any wildlife species. The biological habitat and species diversity is limited to that typically found in highly populated and urbanized Southern California settings.

No adverse impacts are anticipated to biological resources.

V. CULTURAL RESOURCES

There is some evidence to indicate that primitive people inhabited portions of the City as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient people have been destroyed as the City has been developed. Of the archaeological sites remaining, many of them are located in the southeast sector of the City.

The proposed interior renovation of the existing three-story storage building will not require any excavation to remove building foundations. Therefore, project construction will not impact any unknown latent artifacts. The project site is located outside the area of the City expected to have a higher probability of latent artifacts.

No adverse impacts are anticipated to cultural resources.

VI. GEOLOGY AND SOILS

No faults are known to pass beneath the project site, and the site is not in the Alquist-Priolo Special Studies Zone. The most significant fault system in the vicinity is the Newport-Inglewood fault zone. Other potentially active faults in the area are the Richfield Fault, the Marine Stadium Fault, the Palos Verdes Fault and the Los Alamitos Fault.

Based on the Seismic Safety Element of the City's General Plan, the project site is located in an area with low liquefaction potential. The Long Beach Seismic Safety Element also identifies the project site as outside the tsunami influence area. The relative close proximity of the Newport-Inglewood Fault could create substantial ground shaking at the proposed site if a seismic event occurred along the fault. However, there are numerous variables that determine the level of damage to a given location. Given these variables it is not possible to determine the level of damage that may occur on the site during a seismic event.

A. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

No Impact:

The proposed project is not located within a delineated Alquist-Priolo Earthquake Fault Zone.

- ii) **Strong seismic ground shaking?**

No Impact:

See discussion above.

- iii) **Seismic-related ground failure, including liquefaction?**

No Impact:

See discussion above.

- iv) **Landslides?**

No Impact:

The project site is situated on flat, level ground and is not susceptible to landslides from nearby bluffs or hillsides.

- B. Would the project result in substantial soil erosion or the loss of topsoil?**

No Impact:

The project activities are limited to interior renovation of an existing three-story storage facility. No building demolition is necessary for this project, and therefore the project will not result in any soil erosion or loss of topsoil.

- C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

No Impact:

The project site is not located within a delineated Alquist-Priolo Earthquake Fault Zone and is in an area with a low liquefaction potential.

- D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

No Impact:

The project is not located in an area of expansive soils as defined in Table 18-1 B of the Uniform Building Code.

- E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?**

No Impact:

The project will not include any structures or facilities that will connect to the municipal sanitary sewer system.

VII. HAZARDS AND HAZARDOUS MATERIALS

- A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

No Impact:

There is no record of evidence of any hazards or hazardous materials in or around the project site. Project activities are limited to interior renovation of an existing three-story storage facility, with no demolition of any structures which could contain asbestos and/or lead paint. There will be no transport, use or disposal of any hazardous materials as a result of project construction or operation.

- B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

No Impact:

Please see Section VII (A) above for discussion.

- C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact:

Please see Section VII (A) above for discussion.

- D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact:

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The Cortese List does not list the proposed project site as contaminated with hazardous materials.

- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact:

The proposed project site is not located within the airport land use plan.

- F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact:

Please see Section VII (E) above for discussion.

- G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact:

The renovation of this storage facility will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- H. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?**

No Impact:

The project site is within an urbanized setting and will not expose people or structures to a significant risk of loss, injury or death involving wild land fires.

VIII. HYDROLOGY AND WATER QUALITY

The Flood Insurance Administration has prepared a new Flood Hazard Map designating potential flood zones, based on the projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers, which was adopted in July 1998.

The project site is not located within a FEMA designated flood zone (X zone designation). All storm and sanitary sewer drains are currently in place for the project site vicinity.

- A. Would the project violate any water quality standards or waste discharge requirements?**

No Impact:

The storage facility renovations will not violate wastewater discharge standards. The proposed project would comply with all state and federal requirements pertaining to preservation of water quality. The site is in an urbanized area and is not adjacent to any major water source.

- B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing**

nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact:

The project is limited to building renovations with no new foundations or grading activities, and therefore will not involve any grading that would affect the groundwater table in the area. Project operations would not be expected to adversely affect groundwater supplies.

- C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

No Impact:

The project site is within a highly urbanized area with stormwater drainage infrastructure in place. There would be no change in the amount of impervious surfaces in the project site since the project involves interior renovation of an existing storage building. Runoff from the site is therefore not expected to exceed the capacity of the local storm drain system.

- D. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

No Impact:

Please see Sections VIII (B) and (C) above for discussion.

- E. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

No Impact:

Please see Sections VIII (B) and (C) above for discussion.

- F. Would the project otherwise degrade water quality?**

No Impact:

Please see Sections VIII (B) and (C) above for discussion.

- G. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact:

No housing is proposed as part of this project. The scope of this project is limited to remodeling the first floor and construction of second and third story floors to create storage units inside an existing storage building and minor exterior modifications of doors on the north and east elevations.

- H. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

No Impact:

No new structures are proposed as part of this project.

- I. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

No Impact:

The proposed project is not within a zone influenced by flooding due to failure of a levee or dam.

- J. Would the project result in inundation by seiche, tsunami or mudflow?**

No Impact:

The project site is not within a zone influenced by the inundation of seiche, tsunami, or mudflow as shown in the Long Beach Seismic Element.

IX. LAND USE AND PLANNING

- A. Would the project physically divide an established community?**

No Impact:

The project site is an existing Public Storage facility located on the east side of Cherry Avenue (4100 Cherry Avenue), north of Carson Street at the Cartagena Street T-intersection.

The project site is presently improved with nine one-story story buildings (Buildings A through H and Building J) and a three-story building (Building I) containing a self-storage warehouse, pick-up and delivery warehouse, and office space. The pick-up and delivery warehouse area for this three-story building is presently open from the ground floor and used for stacked container storage.

The proposed renovations to this building would not physically divide the established community or any existing land use patterns. No new structures or changes in land use, other than interior renovations to change from stacked container storage to three floors for self-storage units, would result from this project.

- B. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

No Impact:

The project site currently has two zoning designations: the southern two-thirds of the project site fronting Cherry Avenue is in the CHW Regional Highway Commercial District. This CHW portion of this site extends 403 feet east into this property. The remainder of the site is in the CS Commercial Storage district.

As part of this project, the applicant is requesting approval of a Zone Change to rezone the CHW portion of this site to the CS district. Self-storage land uses are not permitted in the CHW district, but are permitted in the CS district only with approval of a Conditional Use Permit. The applicant has also requested Conditional Use Permit approval to allow expansion of this existing self-storage land use. Approval of the Zone Change and Conditional Use Permit requests would allow the project to proceed in compliance with applicable local land use regulations.

- C. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?**

No Impact:

There is no applicable conservation plan adopted or proposed for the project site.

X. MINERAL RESOURCES

The primary mineral resource within the City of Long Beach has been oil. From the beginning of this century, oil extraction operations within the City have diminished as this resource has become depleted due to extraction operations. Today oil extraction continues but on a much reduced scale in comparison to that which occurred in the past. The project site does not contain any oil extraction operations and the project is not anticipated to have a negative impact on this resource. There are no other known mineral resources on the site that could be negatively impacted by project demolition and construction activities.

No adverse impacts are anticipated to mineral resources.

XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

The nature of this project will not trigger conformance with the National Pollution Discharge Elimination System (NPDES) regulation of the Clean Water Act of 1972 as amended. This Act requires applicable projects to obtain an NPDES permit and comply with development standards. The intent of this Act is to reduce, to the maximum extent practical, water borne pollutants from entering storm water drainage systems and ultimately, receiving water bodies, i.e., oceans, lakes, and streams. The Los Angeles County Regional Water Quality Control Board is the lead agency for promulgating these regulations. The City of Long Beach received a separate NPDES permit in June 1999, with certain specified requirements from the Regional Water Quality Control Board to administer the NPDES regulations within its jurisdiction. The City of Long Beach Department of Planning and Building is charged with processing and enforcing NPDES regulations.

This project does not have the potential to violate the City's National Pollution Discharge Elimination System since the project is simply a renovation of an existing storage building and no new impervious surfaces are proposed as part of this project. However, all construction activities must adhere to the following mitigation measures:

1. All wastewater on the project site resulting from construction cleanup activities shall be pumped and removed to an appropriate disposal facility in accordance with NPDES requirements.
2. All streets and alleys in and on the perimeter of the project site shall be dry swept to minimize mud, along with all applicable NPDES requirements for pollutant reduction techniques when flushing paved surfaces.

It is anticipated that any potential impacts will be reduced to a less than significant level with mitigation incorporation.

XII. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Measuring noise levels involves intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses, due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA CNEL for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has an adopted Noise Ordinance that sets exterior and interior noise standards. The project site is located in District 3 of the Noise District Map, which sets maximum exterior noise limits to 65 dBA every day on a 24 hour basis..

- A. Would the project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?**

Less than Significant with Mitigation Incorporation:

Project construction has the potential to create noise levels in excess of those established by the Long Beach City Ordinance. During construction activities, the project may cause temporary increases in ambient noise levels. However, adherence to the following mitigation

measure will reduce this potential impact to a less than significant level:

1. All project construction activities must conform to the City's Noise Ordinance. As stated in §8.80.202, "no person shall operate or permit the operation of any tools or equipment used for construction, alternation, repair, remodeling, drilling, demolition or any other related building activity which would produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m."

It is anticipated that any potential impacts will be reduced to a less than significant level with mitigation incorporation.

B. Would the project expose persons to or generate excessive ground borne vibration or ground borne noise levels?

Less than Significant Impact:

During demolition activities, nearby properties may experience some minor ground borne vibration. However, this effect will occur for a short duration of time and would not be a significant disruption to nearby land uses.

C. Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact:

The project will result in a total of 636 new storage units with total rentable floor area of 63,850 square feet for all three floors. At present, this open warehouse area can accommodate up to 1,503 pick-up and delivery containers (measuring 5 foot by 8 foot by 5 foot) with a storage capacity of 67,635 square feet. Any permanent increases in the ambient noise levels would be caused from project generated vehicle trips, since the on-site land use activities would not change substantially (loading and unloading of personal property for storage) and therefore would not generate any significant increases in project site noise levels.

A Traffic Impact Study has been prepared for this project and is included in this environmental review document as Attachment No. 2. This Study summarizes traffic generation forecasts for this project in Table A (page 6), indicating that net project site trips (defined as one-way vehicular movements either entering or exiting the project site at

the project driveway) resulting from conversion of the pick-up and delivery service area to 636 storage units would increase as follows: 166 daily weekday trips, 8 AM peak hour weekday trips, 15 PM peak hour weekday trips, 23 peak hour Saturday trips, and 16 peak hour Sunday trips. However, it is anticipated that most of these trips would be from passenger cars, pick-up trucks and small rental trucks (i.e., U-Haul trucks) rather than the larger commercial trucks needed to transport the pick-up and delivery containers (containers measure 5 foot by 8 foot by 5 foot) presently utilizing this storage area. The on-site noise impact from these smaller vehicles is therefore not anticipated to produce significant increased noise levels.

In terms of traffic noise levels, the Traffic Impact Study determined that the Level of Service at the Cherry Avenue and Carson Street intersection for both AM and PM peak traffic periods would not change as a result of this project, and therefore the project would not create congested intersection conditions that would result in increased noise levels.

Under present conditions, residential street traffic is occasionally impacted by large pick-up and delivery trucks utilizing Tehachapi Drive for local circulation routes. This is due to the fact that Cherry Avenue is not wide enough for large northbound trucks to make a U-turn at Tehachapi Drive and then move southbound on Cherry Avenue. As a result, trucks enter this adjacent residential neighborhood via Tehachapi Drive to make southbound turns on nearby local streets such as Orange Avenue. Conversion of this pick-up and delivery storage area to individual storage units would substantially reduce the need for larger delivery trucks and the resultant truck movements through this neighborhood (see Traffic Impact Study, page 12). The project would therefore result in less residential noise impacts through this reduction of large delivery trucks on local streets.

D. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant with Mitigation Incorporation:

Please see Section XII (A) above for discussion.

Project construction will involve some construction vehicle trips during typical workday hours, but the type and quantity of these vehicles is not anticipated to generate significant noise levels due to the nature of the building renovation activities. Heavy construction equipment such

as bulldozers and pile drivers will not be used in project construction since no grading or new structures are proposed as part of this project.

While any construction noise has the potential to create a temporary increase in the ambient noise level, the mitigation measure set forth in Section XII (A) above will reduce potential impacts to a less than significant level.

- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact:

The proposed development is not located within the airport land use plan.

- F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?**

No Impact:

Please see Section XII (E) above for discussion.

XIII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. According to the 2000 Census, Long Beach has a population of 461,522, which represents a 7.5 percent increase from the 1990 Census.

According to the 2000 Census, there were 163,088 housing units in Long Beach, with a Citywide vacancy rate of 6.32 percent. It is projected that a total population of approximately 499,705 persons will inhabit the City of Long Beach by the year 2010.

- A. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact:

The project will not create any new housing units or generate significant levels of employment growth that could induce population growth. Self-storage land uses are not significant employment generators since storage loading and unloading activities are not performed by facility staff and the office staffing needs are minimal. The project will not result in any new structures or infrastructure improvements. Therefore, this project would not induce population growth through conversion of a pick-up and delivery storage warehouse area to self-storage units.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact:

The project site does not contain any existing housing units and the project would not eliminate any existing housing units either on-site or off-site. The project site is in the CHW and CS zoning districts, and neither zoning district permits any type of single or multi-family residential land uses.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact:

Please see Section XIII (B) above for discussion.

XIV. PUBLIC SERVICES

Fire protection is provided by the Long Beach Fire Department. The Department has 23 in-city stations. The Department is divided into Fire Prevention, Fire Suppression, Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

Crime prevention services are provided by the Long Beach Police Department. The Department is divided into Patrol, Traffic, Detective, Juvenile, Vice, Community, Jail, Records, and Administration Sections. The City has four Patrol Divisions; East, West, North and South.

The City of Long Beach is primarily served by the Long Beach Unified School District, which also serves Signal Hill and parts of Lakewood. The District has been operating at or over capacity in recent years.

The proposed project is an interior renovation to create storage units without a significant intensification of this existing storage land use in terms of overall storage area or creation of any new land uses, and therefore would not create any demands on any public services.

XV. RECREATION

The proposed project would not result in any land uses that would generate any demands on recreational resources, and therefore would not place any increased burden on the recreational facilities of the City.

XVI. TRANSPORTATION/TRAFFIC

Since 1980, Long Beach has experienced significant population growth. Continued growth is expected throughout this decade. Inevitably, growth will generate additional demand for travel. Without proper planning and necessary transportation improvements, this increase in travel demand, if unmanaged, could result in gridlock on freeways and streets, and jeopardize the tranquility of residential neighborhoods.

- A. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Less Than Significant with Mitigation Implementation:

Project construction is estimated to take place over no more than 180 calendar days. Heavy construction equipment such as bulldozers and pile drivers will not be used in project construction since no grading activities or new structures are proposed as part of this project.

A Traffic Impact Study has been prepared for this project and is included in this environmental review document as Attachment No. 2. This Study summarizes traffic generation forecasts for this project in Table A (page 6), indicating that net project site trips (defined as one-way vehicular movements either entering or exiting the project site at the project driveway) resulting from conversion of the pick-up and

delivery service warehouse area to 636 storage units would increase as follows: 166 daily weekday trips, 8 AM peak hour weekday trips, 15 PM peak hour weekday trips, 23 peak hour Saturday trips, and 16 peak hour Sunday trips. Table B of this Study (page 11) determines that both volume to capacity ratios and level of service at the Cherry Avenue and Carson Street intersection would remain unchanged by project generated trips under worst condition assumptions for both AM and PM peak hours (also refer to Exhibit "B" of this Study). As discussed on page 12, even a worst case assumption on the number of project generated trips on Tehachapi Drive would be below the significant threshold level. Furthermore, since the project would eliminate the existing pick-up and delivery service warehouse area for this facility and the associated need for large trucks trips, the project will substantially reduce the need for large trucks to use Tehachapi Drive as a diversion route. This Traffic Study concludes that the project will not result in any significant impacts upon either the Cherry Avenue and Carson Street intersection or the residential street segment of Tehachapi Drive (page 12).

While construction vehicles would not utilize local residential streets and the overall number of construction truck trips is not anticipated to significantly impact the surrounding street infrastructure, a large concentration of truck trips in a short duration of time, particularly during peak demand hours, could have the potential for significant impacts to traffic volumes along Cherry Avenue, Carson Street and other nearby major transportation routes. However, adherence to the following mitigation measure will reduce this potential impact to a less than significant level:

1. Prior to commencement of any construction activities, a truck schedule and transportation plan shall be submitted for the discretionary review and approval of the City's Traffic Engineer.

It is anticipated that any potential impacts will be reduced to a less than significant level with mitigation incorporation.

- B. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Less Than Significant with Mitigation Incorporation:

Please see Section XVI (A) above for discussion. The mitigation measure set forth in Section XVI (A) above will reduce potential impacts to a less than significant level.

- C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact:

This project is unrelated to air traffic.

- D. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact:

The project will not alter existing public streets in any manner and therefore would not create any hazardous design features.

- E. Would the project result in inadequate emergency access?**

No Impact:

The project would have no impact on any emergency access routes.

- F. Would the project result in inadequate parking capacity?**

No Impact:

The project site has a total of 40 parking space (26 standard spaces, 12 compact spaces and 2 disabled spaces). The project site with the proposed project would be required to provide 18 parking spaces under current Zoning Code requirements (3 parking spaces plus one additional space per every 100 storage units). The proposed will therefore not result in an inadequate parking capacity.

- G. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

No Impact:

The proposed project will have no impact on policies supporting alternative transportation.

XVII. UTILITIES AND SERVICE SYSTEMS

The proposed project would not have any impact on any utility or service system since the project will simply add more floor area for self-storage units, which will not increase demand on any utility or service system.

No adverse impacts are anticipated to any utility or service system.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

No Impact:

The proposed project is within a well-established urbanized setting; there is no anticipated negative impact to any known fish or wildlife habitat or species.

- B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

No Impact:

The proposed project, which simply renovates an existing storage warehouse without a significant change in overall storage area due to existing vertical stacking space, is not anticipated to have a cumulative considerable effect on the environment.

- C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Mitigated Negative Declaration 20-04
Public Self-Storage Facility Expansion

No Impact:

There are no adverse environmental effects to human life either directly or indirectly related to the proposed project.

MITIGATION MONITORING PROGRAM

Measure 1: All construction activities shall conform to Rule 403 of the South Coast Air Quality Water District on Fugitive Dust.

Timing: Ongoing during construction.

Enforcement Agency: Department of Planning and Building

Measure 2: All wastewater on the project site resulting from construction cleanup activities shall be pumped and removed to an appropriate disposal facility in accordance with NPDES requirements.

Timing: Ongoing during construction.

Enforcement Agency: Department of Planning and Building

Measure 3: All streets and alleys in and on the perimeter of the project site shall be dry swept to minimize mud, along with all applicable NPDES requirements for pollutant reduction techniques when flushing paved surfaces.

Timing: Ongoing during construction.

Enforcement Agency: Department of Planning and Building

Measure 4: All project construction activities must conform to the City's Noise Ordinance. As stated in §8.80.202, "no person shall operate or permit the operation of any tools or equipment used for construction, alternation, repair, remodeling, drilling, demolition or any other related building activity which would produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m."

Timing: Ongoing during construction.

Enforcement Agency: Department of Planning and Building,
Health Department

Measure 5: Prior to commencement of any construction activities, a truck schedule and transportation plan shall be submitted for the discretionary review and approval of the City's Traffic Engineer.

Timing: Ongoing during construction.

Enforcement Agency: Department of Public Works,
Traffic Engineering

ATTACHMENT NO. 1

PROJECT PLANS

PUBLIC STORAGE

4100
CHERRY AVENUE
LONG BEACH
CA

OPTION A

[illegible]

Sheet title
Site Plan

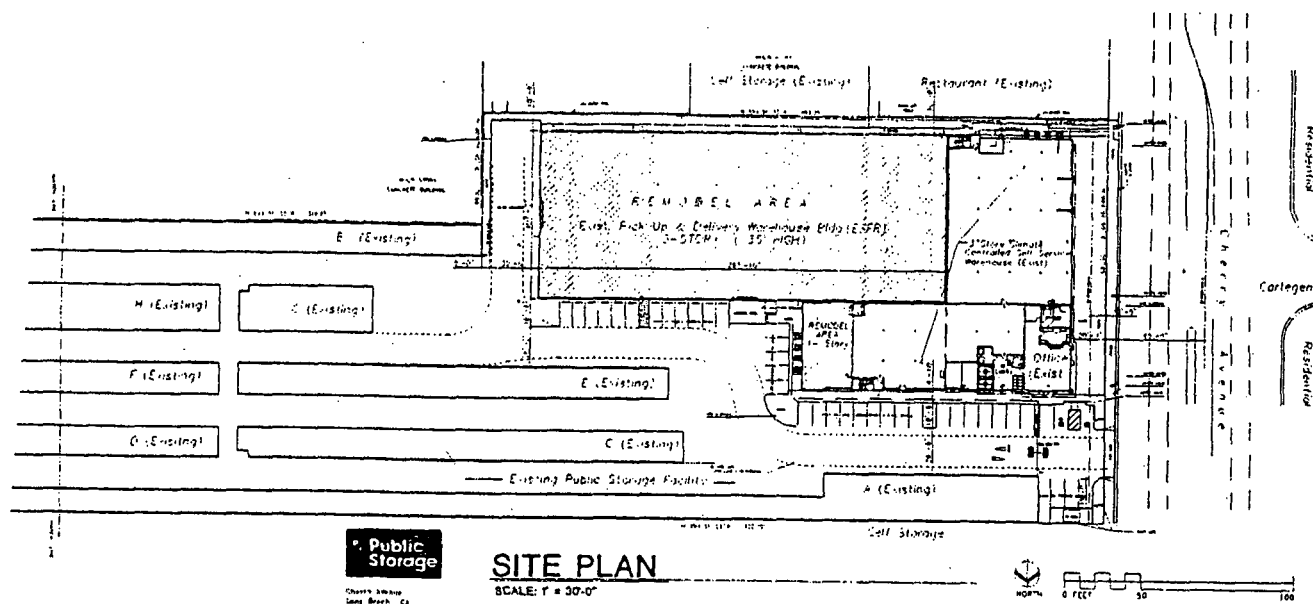
Approved/authorized: _____

Checked Date 8-2-02

Drawn RCL Job Number .

Sheet Number

A.



PROJECT STATISTICS:

OUT 125 222,012 18

NOT COVERED (E-51111)

BUILDINGS	1,100,000	S F	55%
PAVING	82,100	S F	41%
LANDSCAPE	9,000	S F	4%

BUILDING AREA SUMMARY: (WITHIN EXIST. MULTI-STOP, STORAGE/WAREHOUSE BLDG.)

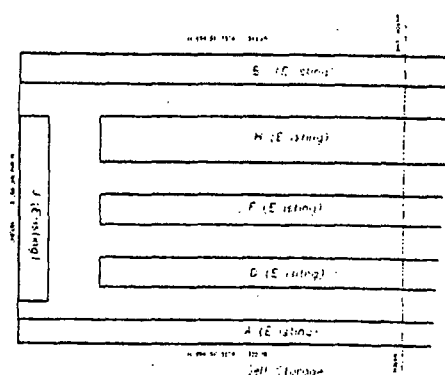
	EXISTING	PROPOSED NEW	TOTAL
FIRST FLOOR:	47,051 SF	0	47,051 SF
(15,755 - STOP + 31,296 - PUE)			
SECOND FLOOR:	17,963 SF	29,296 SF	46,279 SF
THIRD FLOOR:	16,710 SF	29,296 SF	45,006 SF
	81,744 SF	56,592 SF	138,336 SF

RECEIVED FBI HQ. 18 SEP 68

EXIST STORAGE		1911 UNITS	2
BASE			3
NEW PERMOL STORAGE		1434 UNITS	6

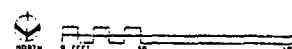
40) SPACES

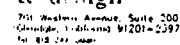
FULL SIZE SPACE	28
COMPACT SPACE	12
DISABLED SPACE	5



SITE PLAN

SCALE: 1" = 30'-0"





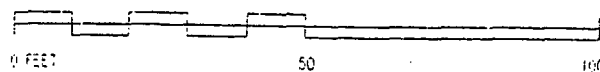
PUBLIC STORAGE
4100
CHERRY AVENUE
LONG BEACH
CA

OPTION A



FIRST FLOOR PLAN

SCALE: 1" = 30'-0"

[illegible]

Sheet title
Building Elevations

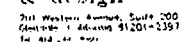
Approved: _____ Date: _____

Checked	Date	Initials
---------	------	----------

Drum Roll **Mr. Hughes**

Sheet Number:

 $\Delta = 2$



OPTION A

[illegible]

Sheet title
Building Elevations

Approved, Attest: _____

Checked Date 6-3-04
Drawn By John Hughes -

Sheet Number: _____

A-3

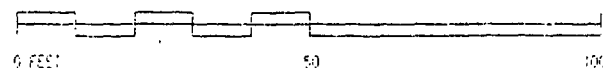


NORTH

SECOND FLOOR PLAN

22.296 SF

SCALE 1" = 30'-0"



PUBLIC STORAGE

4100
CHERRY AVENUE
LONG BEACH
CA

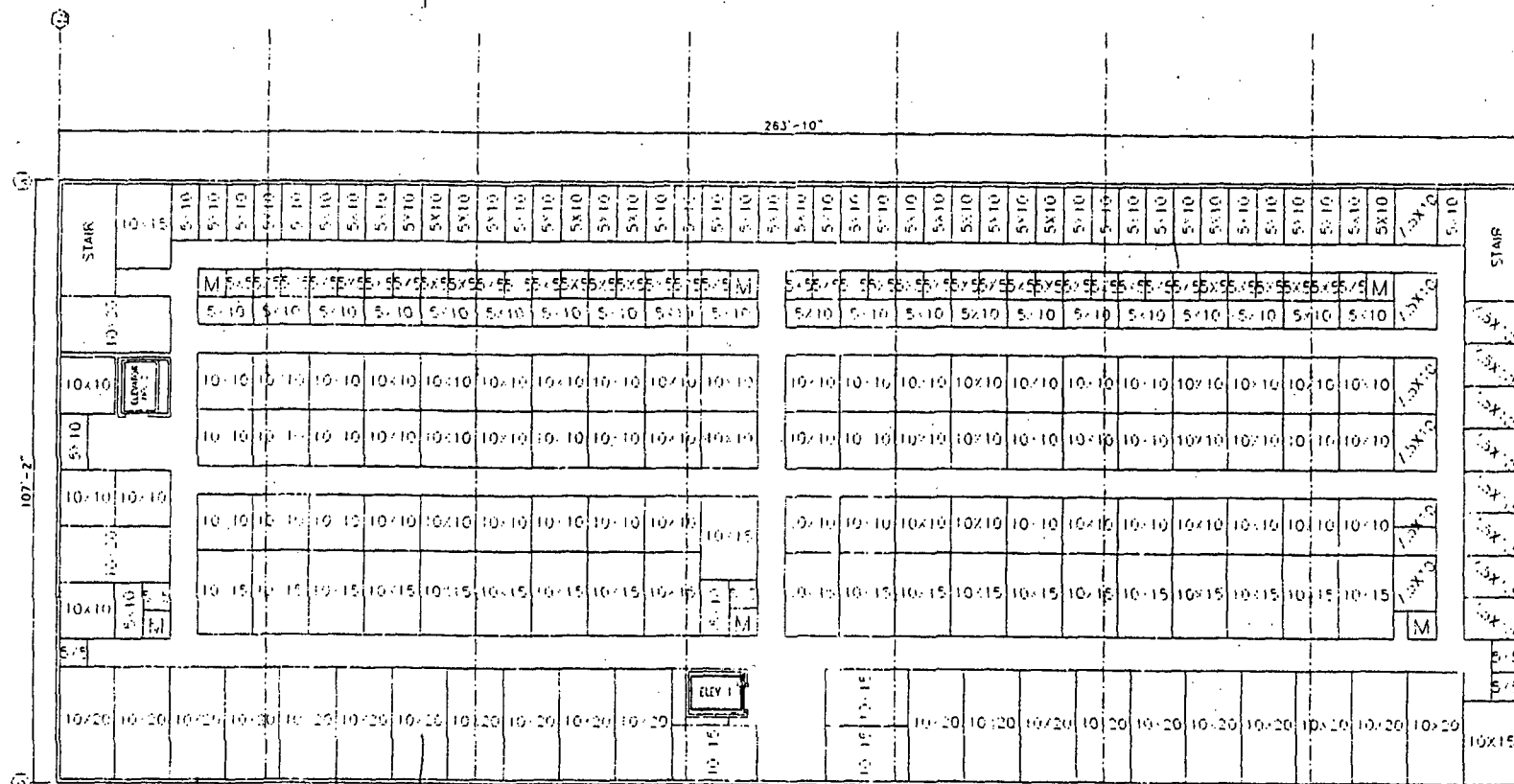
OPTION A

[illegible]

Sheet 1111
Building Elevations

Approved: Architect -
Checked Date 6-3-04
Drawn RUI Job Number -
Sheet Number

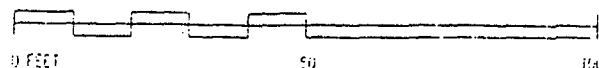
A-1

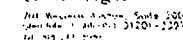


NORTH

THIRD FLOOR PLAN

32,296.45.

$$\varphi_{ALE} = 30^\circ - 0''$$




OPTION A

[illegible]

Sheet 31.0

Building Elevations

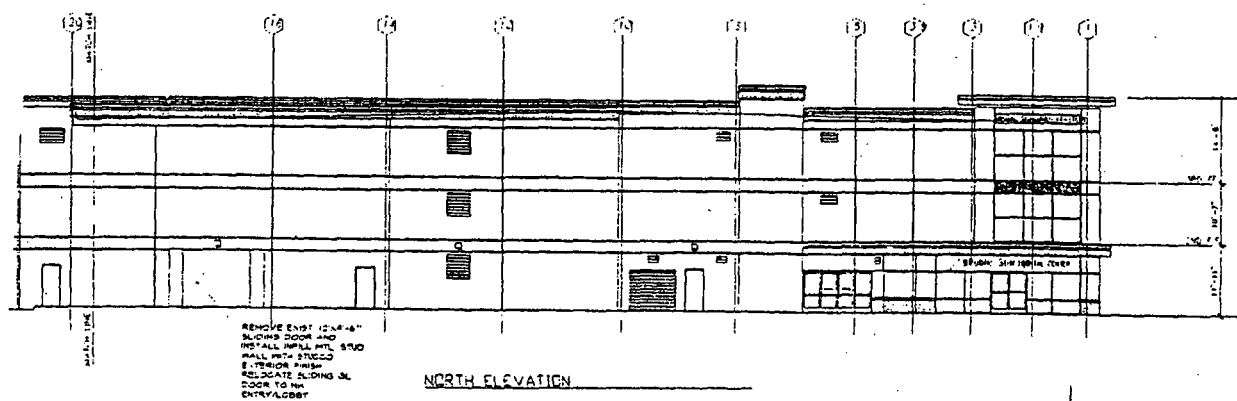
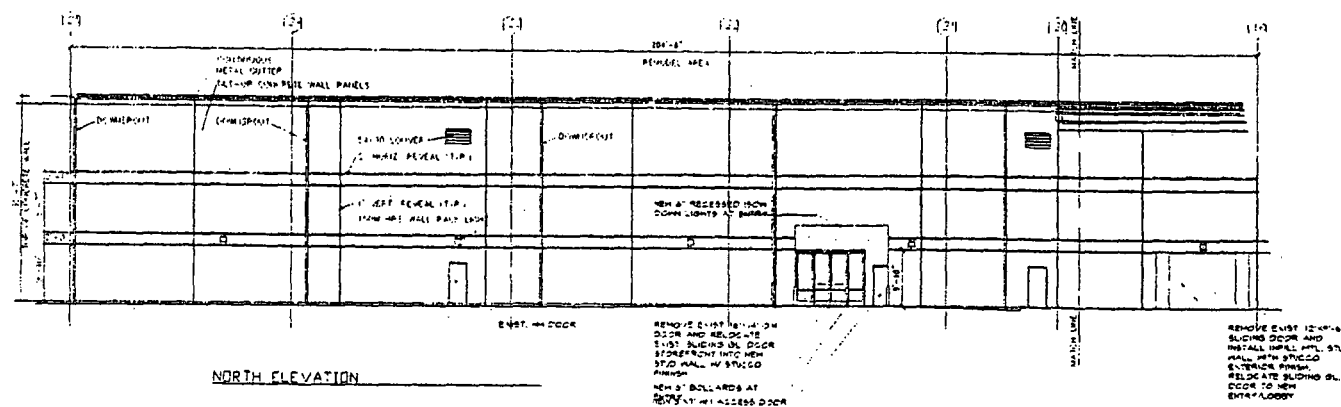
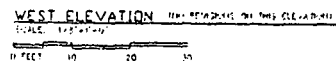
Approved, Archibald

Checked Date 4-1-04

Drawn RGL Job Number -

Sheet Number:

4-5



PUBLIC STORAGE

4100
CHERRY AVENUE
LONG BEACH
CA

OPTION A

[illegible]

Sheet title
Building Elevation -

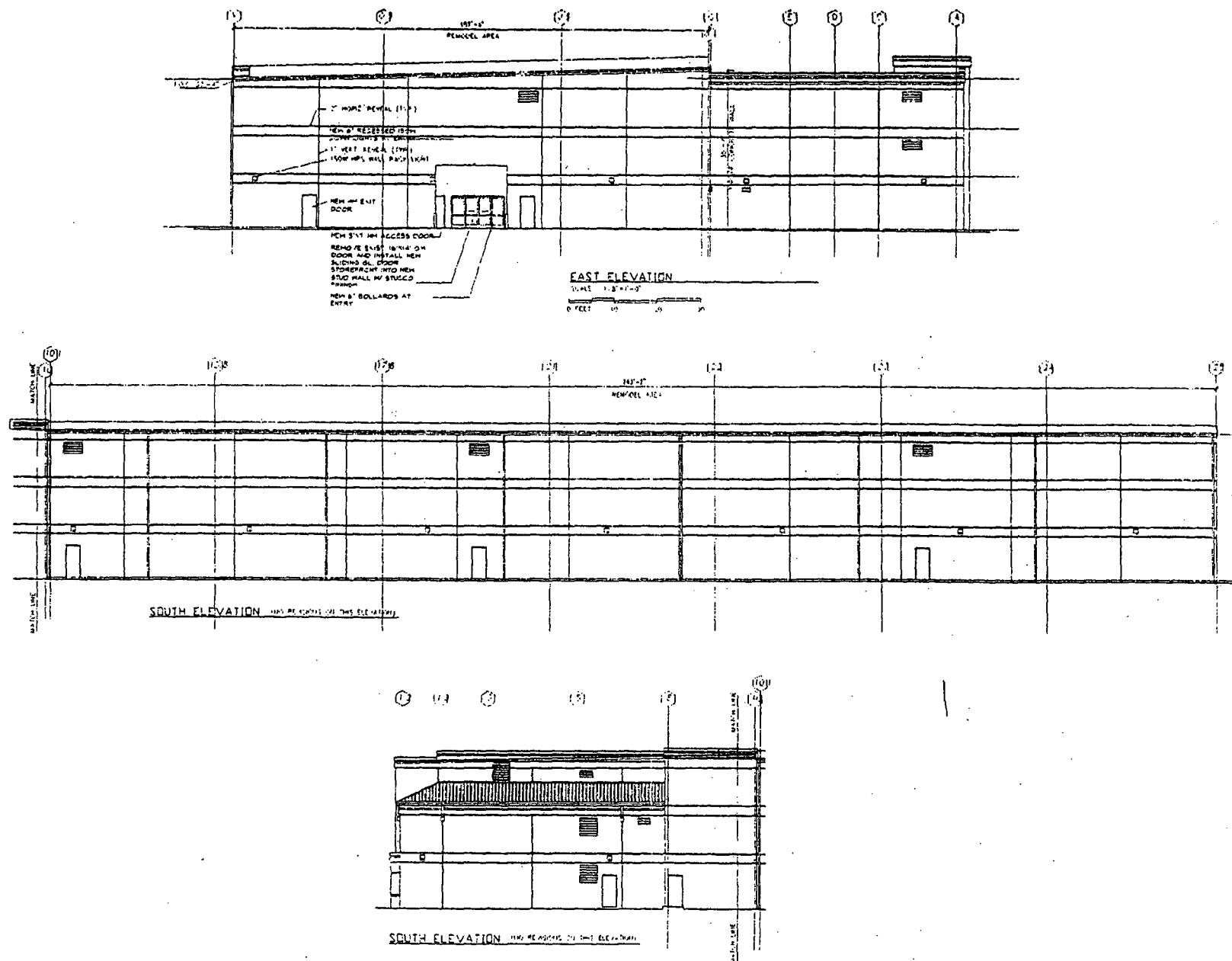
Approved, as aforesaid -

Checked Date: 6-1-04

Drawn: ATL Job Number:

Sheet Metal

A-6



ATTACHMENT NO. 2
TRAFFIC IMPACT STUDY

Submitted to: Mr. Mike Roach
Vice President
Public Storage, Inc.
701 Western Avenue
Glendale, CA 91201

Prepared by: Traffic Safety Engineers, Inc.
3100 Marywood Drive
Orange, CA 92867

Traffic Impact Study

For

**Public Self Storage
Expansion Project**

**4100 Cherry Avenue
Long Beach, California**

September 2, 2004
September 20, 2004 (Revision No. 1)



TRAFFIC SAFETY ENGINEERS, INC.

September 2, 2004

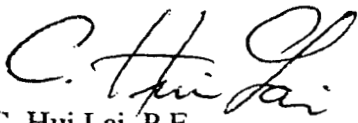
Mr. Mike Roach
Vice President
Public Storage, Inc.
701 Western Avenue
Glendale, CA 91201

Dear Mr. Roach:

This report summarizes our traffic impact study for the proposed Public Storage Expansion Project located at 4100 Cherry Avenue in Long Beach.

We trust that the findings of this traffic study will be of assistance to the City of Long Beach in formulating their decision pertaining to the development of this project. If you have any questions or need additional information, please do not hesitate to call us.

Respectfully submitted,


C. Hui Lai, P.E.
Traffic Engineer



1. PROJECT STUDY SCOPE AND DESCRIPTION

The scope of this traffic study includes a review of the existing traffic and roadway conditions, forecast of project traffic, an assessment of traffic impacts due to the project, and recommendation of mitigating measures, if any, to improve traffic flow and circulation. In addition, the project site plan was reviewed and assessed for internal traffic circulation adequacy.

The existing Public Storage Facility is located on the east side of Cherry Avenue at Cartagena Street in Long Beach. It consists of a total of 9 one-story self-storage buildings (Numbers A through I), and a 3-story building. Approximately one-third of this multi-story building is built with a total of 911 climate-controlled self-service storage units. The remainder of the building was previously used as a "pick-up and delivery" warehousing facility. This part of the building can store up to a total of 1,377 storage boxes. Each box is approximately 5 feet wide, 7 feet long and 8 feet high. Public Storage Facility would deliver empty boxes to customers, pick up the filled boxes, return to the storage facility and store the boxes. The project proposes to abandon the existing "Pick-Up And Delivery" storage service operation and remodel this portion of the building into a climate-controlled storage facility for a total of 636 additional self-storage units. The existing large trucks utilized for this "Pick-Up and Delivery" storage service will no longer be required. A copy of the existing site plan, indicating the existing building proposed for remodeling, is depicted in Figure 1.

2. TRANSPORTATION SYSTEMS

A. Street and Highways

Cherry Avenue: It is a 6-lane, major arterial highway. North and southbound traffic is separated by a landscaped median.

Carson Street: It is an east-west major arterial highway. It provides two through traffic lanes in each direction with a continuous two-way, left-turn lane on street segments and left-turn pockets at intersections.

Cartagena Street: It is an east-west, two-lane residential collector street with curbside parking allowed on both sides of the street.

Tehachapi Drive: It is an east-west, two-lane residential collector street with curbside parking allowed on both sides of the street.

Figure 2 shows the intersection traffic control and lane configurations for the study intersection of Cherry Avenue and Carson Street as well as for the street segment of Cherry Avenue, north of Carson Street.

In order to assess the ability of accommodating future traffic from the proposed self-storage expansion project, existing intersection traffic turning movement volume counts for the intersection of Cherry Avenue and Carson Street were collected for both AM and PM peak traffic periods. 24-hour traffic volume counts were also collected on Tehachapi Drive, west of Cherry Avenue. These traffic volume data are shown in Exhibit "A" and are summarized in Figure 3.

PUBLIC STORAGE
4100
CHERRY AVENUE
LONG BEACH
CA

OPTION A

[illegible]

Sheet title

Site Plan

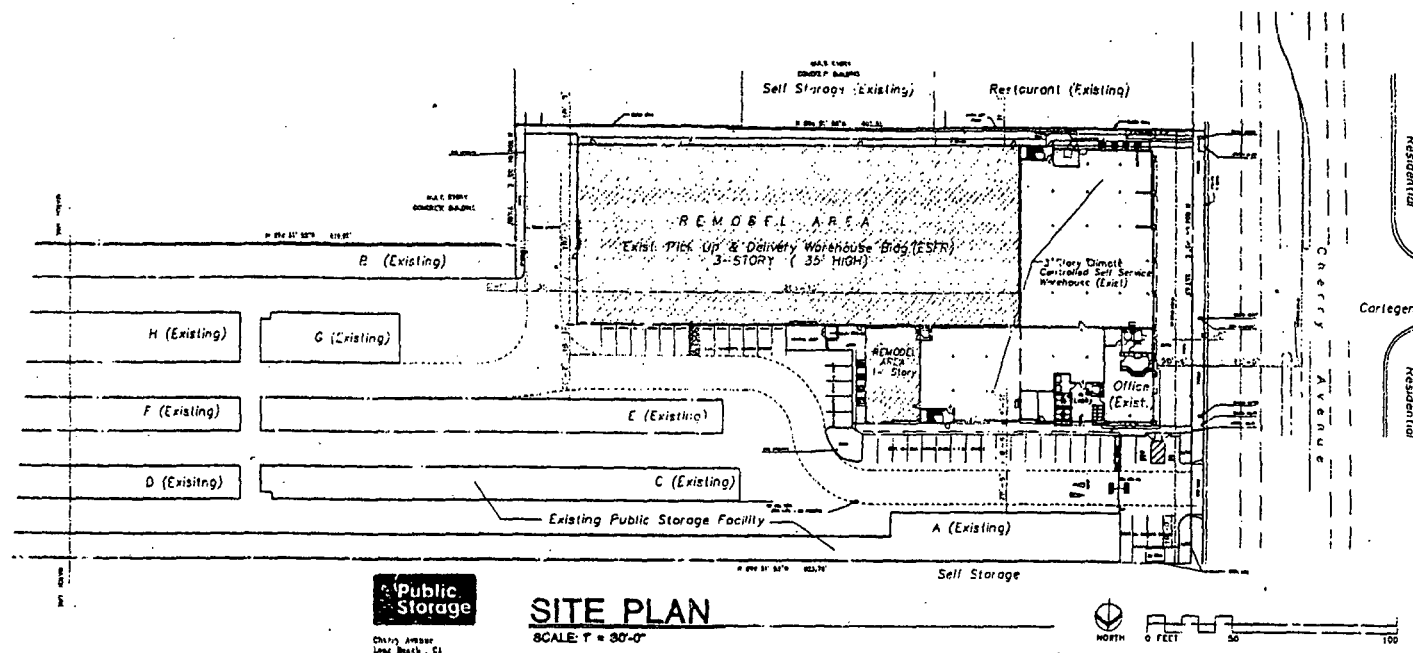
Approved/Architect -

Checked _____ Date 4-3-04

Drawn By: Job Number:

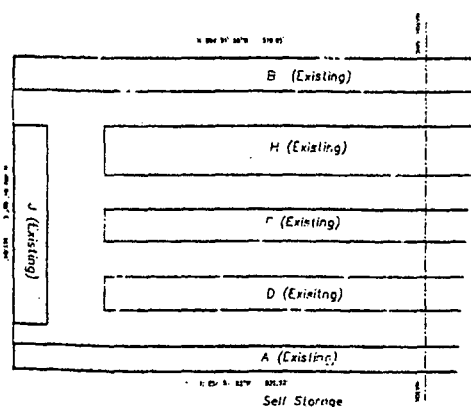
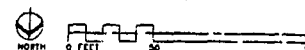
Sheet Number

A-1



SITE PLAN

SCALE: 1 = 30-00



SITE PLAN

SCALE 1" = 30'-0"



LEGAL DESCRIPTION.

PARCEL 2 OF PARCEL MAP 7786, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 21, PAGES 78 TO 79 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAG COUNTY.

EASEMENTS:

6 A 10 FT. EASEMENT FOR POLES
RECORDED DEC. 3, 1953 AS INSTRUMENT
NO. 2597, IN BOOK 43300 PAGE
386 OFFICIAL RECORDS

7 AN EASEMENT FOR AVIGATION
RECORDED JULY 13, 1977 AS INSTRUMENT
NO. 77-755377, OFFICIAL RECORDS. SAID
EASEMENT IS BLANK IN NATURE AND IS
LOCATED ABOVE ELEVATION 120 FEET

8 A 10 FOOT EASEMENT FOR PUBLIC UTILITIES RECORDED DEC 18, 1986 AS INSTRUMENT NO. 86-1763574, OFFICIAL RECORDS

PROJECT STATISTICS:

LOT SIZE: 202.032 S.F.

LOT COVERAGE: (EXISTING)

BUILDINGS:	10,246 S.F.	55%
PAVING:	82,136 S.F.	41%
LANDSCAPE:	9,000 S.F.	4%

BUILDING AREA SUMMARY: (WITHIN EXIST. MULTI-STORY STORAGE/WAREHOUSE BLDG.)

	<u>EXISTING</u>	<u>PROPOSED NEW</u>	<u>TOTAL</u>
FIRST FLOOR:	47,051 S.F.	0	47,051 S.F.
(18,755-sq.-ft. + 28,296-PUD)			
SECOND FLOOR:	17,983 S.F.	28,296 S.F.	46,279 S.F.
THIRD FLOOR:	16,715 S.F.	28,296 S.F.	45,006 S.F.
	81,744 S.F.	56,592 S.F.	138,336 S.F.

REQUIRED PARKING:

PARKING:		8 SPACES
EXIST. STORAGE:	100 UNITS	(911 UNITS) 9
BASE:		"
NEW REMODEL STORAGE:	100 UNITS	(634 UNITS) 6

PROFUSED PARKING:

FULL SIZE SPACE:	26
COMPACT SPACE:	12
DISABLED SPACE:	2

FIGURE 1

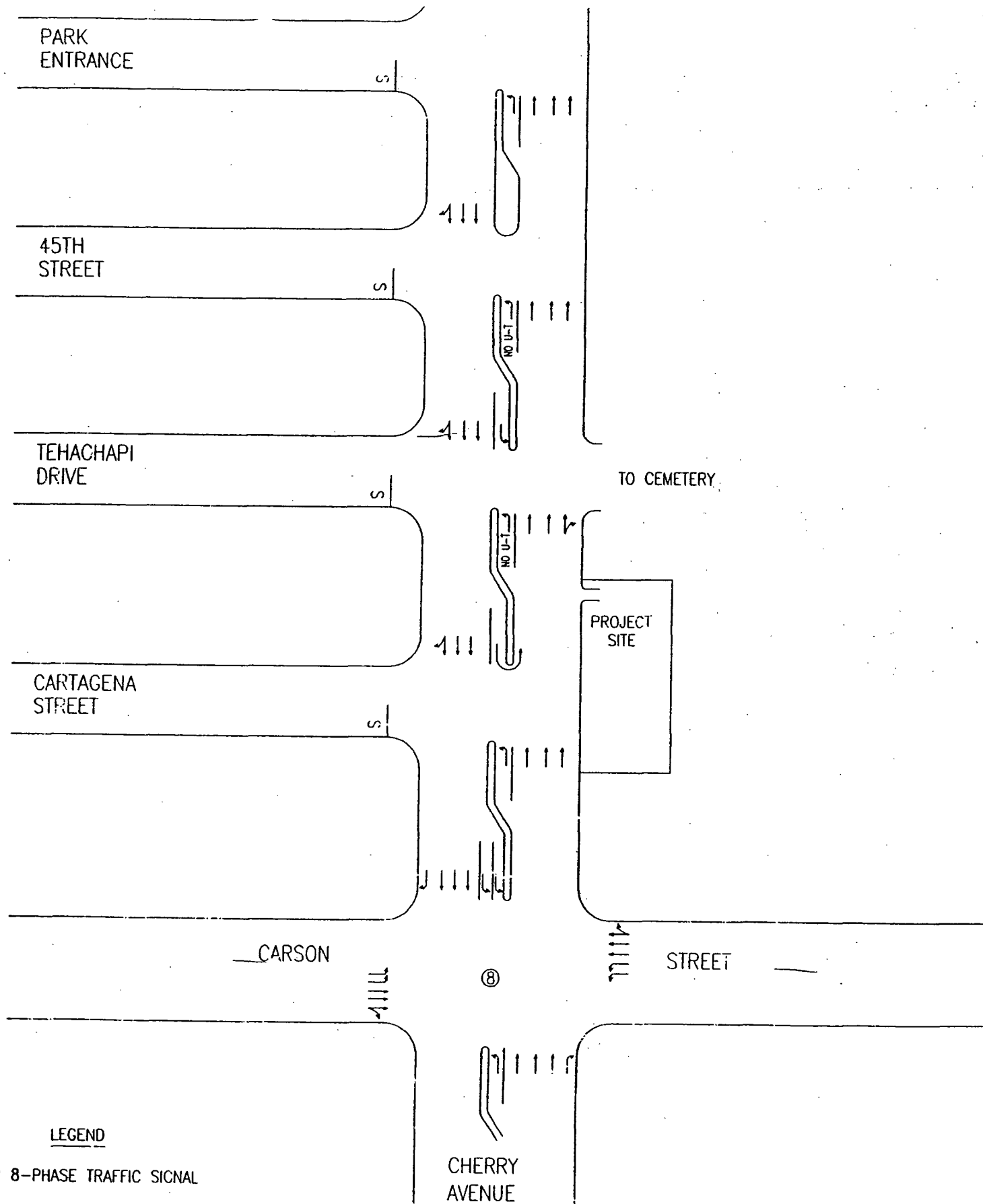


FIGURE 2
INTERSECTION TRAFFIC CONTROL AND LANE CONFIGURATIONS

PUBLIC STORAGE DRIVEWAY ON 4100 CHERRY AVENUE

DAY OF WEEK		TIME PERIOD OF DELIVERY TRAFFIC VOLUME COUNTS							
		7:30 TO 8:30 AM		4:30 TO 5:30 PM		9:30 TO 10:30 AM		1:00 TO 2:00 PM	
		INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
THURSDAY (8-26-04)	PASSENGER CARS, SUV & SMALL PICK-UP TRUCKS	3	2	4	2	-	-	-	-
	LARGE "PICK-UP & DELIVERY" TRUCKS	-	5	4	-	-	1	1	1
SATURDAY (8-28-04)	PASSENGER CARS, SUV & SMALL PICK-UP TRUCKS	4	3	6	3	8	10	7	12
	LARGE "PICK-UP & DELIVERY" TRUCKS	-	3	3	-	-	3	1	1

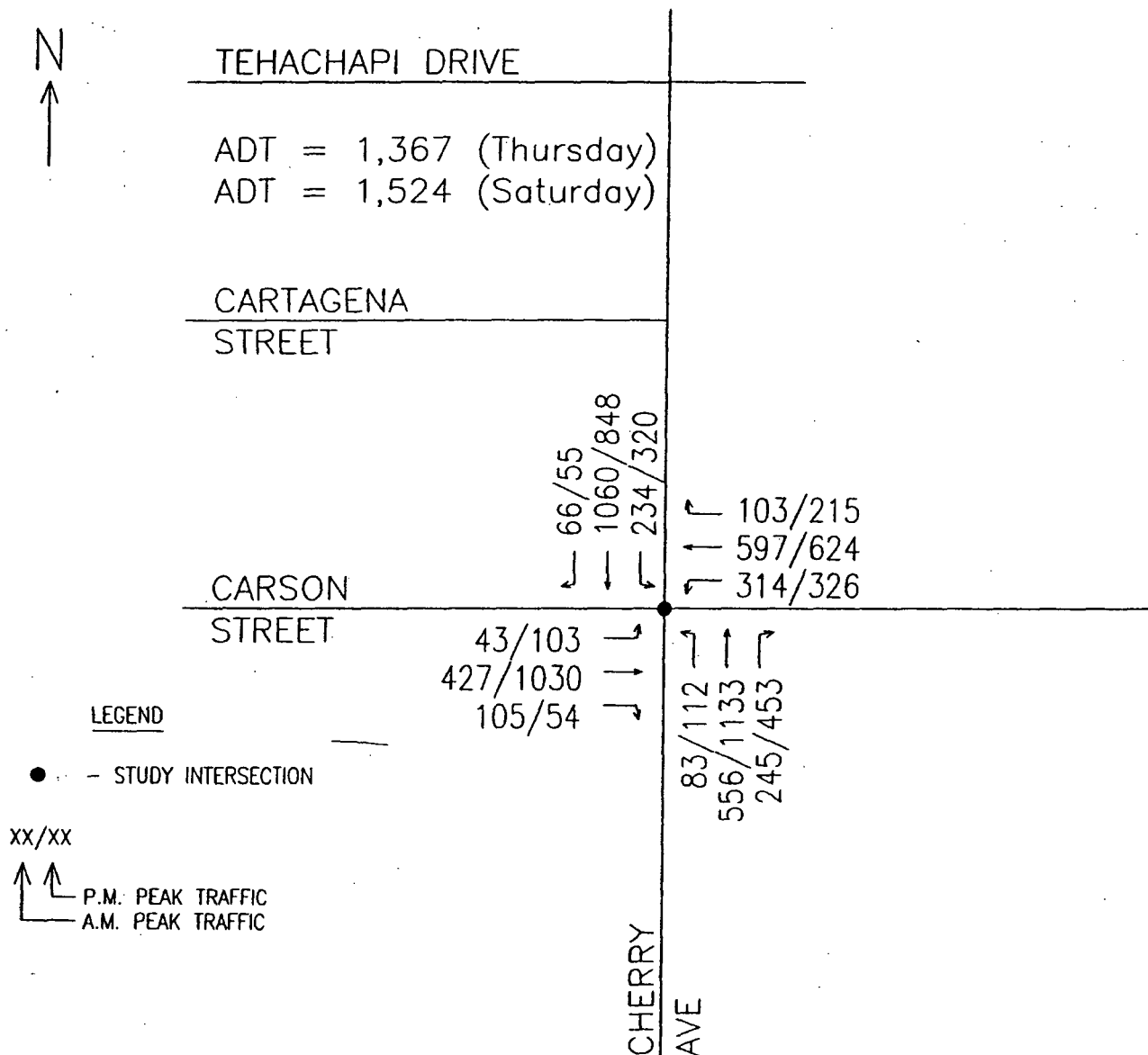


FIGURE 3
EXISTING 2004 TRAFFIC

3. PROJECT TRAFFIC IMPACTS

A. Trip Generation

In order to analyze the traffic impacts associated with the proposed project, it is necessary to estimate the volume of traffic that would be generated. Significant research efforts into traffic volume projections have been made by Caltrans, the Institute of Transportation Engineers, and the Federal Highway Administration to establish the correlation between trips and land use. From this body of information, trip generation rates can be estimated with reasonable accuracy for various land uses.

Trip generation rates for all land uses are expressed in terms of vehicle trip ends per dwelling unit, vehicle trip ends per acre of land, or vehicle trip ends per 1,000 square feet of floor area. Vehicle trip ends are defined in this analysis as one-way vehicular movements either entering or exiting the development at the project driveways. The traffic generated by the project is determined by multiplying an appropriate trip generation rate with the quantity of land usage. For example, if a particular land use generates sixty inbound trip ends per 1,000 acres in the morning peak traffic hour, then sixty vehicles are expected to arrive in the morning peak traffic hour for each 1,000 acres of development.

Table A, below, summarizes traffic generation forecasts on an A.M. peak traffic hour, P.M. peak traffic hour and a daily basis for the proposed self-storage expansion project

TABLE A
PROJECT TRAFFIC GENERATION FORECASTS

Land Use	TYPICAL WEEKDAY						Daily Traffic	Peak Saturday Hour	Peak Sunday Hour
	A.M. Peak Traffic Hour			P.M. Peak Traffic Hour					
	Inbound	Outbound	Total	Inbound	Outbound	Total			
Generation Rate: Mini-Warehouse (Trips per S.U.)	0.01	0.01	0.02	0.015	0.015	0.03	0.28	0.04	0.03
Traffic Generated: Mini-Warehouse (636 S.U.)	6	7	13	9	10	19	178	26	19
Less Existing "Pick-Up & Delivery" Storage Service	-	-5	-5	-4	-	-4	-12	-3	-3
Net Project Trips	6	2	8	5	10	15	166	23	16

S.U. – Storage Unit

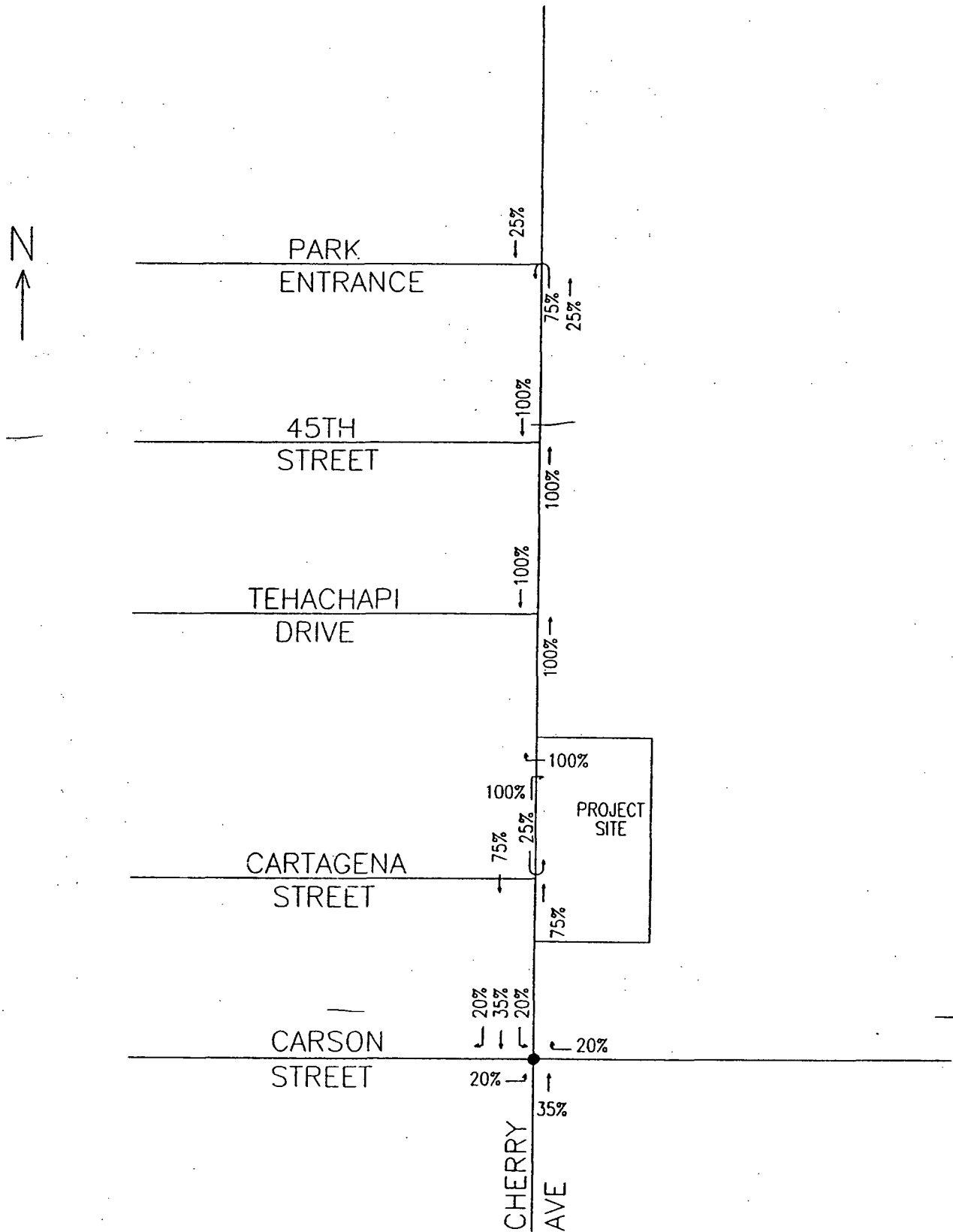
Source of Generation Rate: Trip Generation, 7th Edition, ITE, Land Use Code 151 (Mini - Warehouse).

B. Traffic Distribution and Assignment

The directional orientation of the additional traffic that would be generated by the proposed project was estimated based on:

- i. Existing intersection traffic turning movement volume counts.
- ii. Configuration of the surrounding street networks and traffic circulation patterns.

From these combined data sources, it was estimated that 25% of the project trips be originated from the north, 35% from the south, 20% from the east and the remainder 20% of the project trips from the west (see Figure 4). In order to quantify the resultant traffic impacts on the surrounding street systems, project traffic volumes were distributed and assigned as turning movements at the study intersection (see Figure 5). Figure 6 shows the cumulation of existing and project traffic.



LEGEND

- - STUDY INTERSECTION

FIGURE 4
PROJECT TRIP DISTRIBUTION

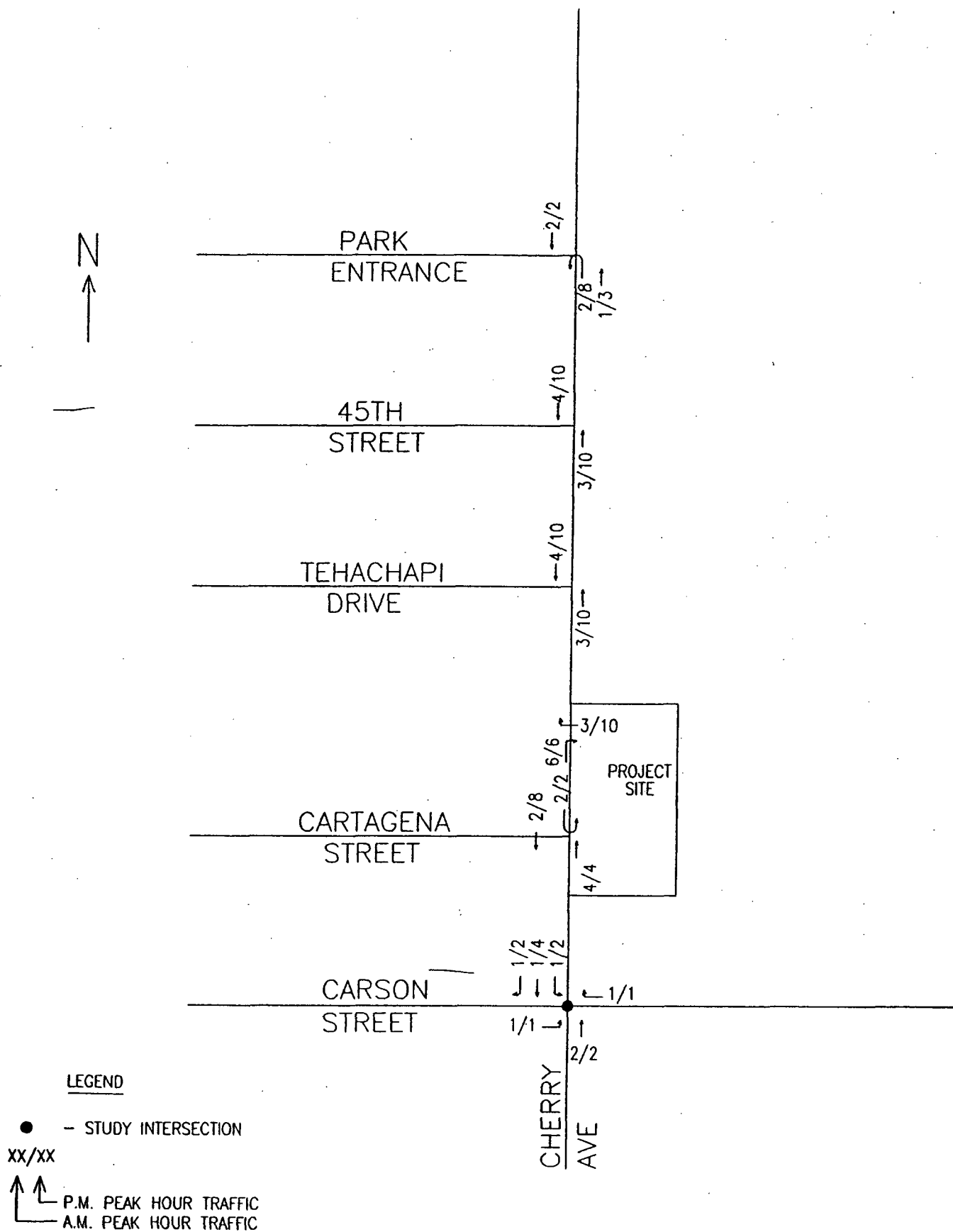


FIGURE 5
PROJECT TRAFFIC ASSIGNMENTS

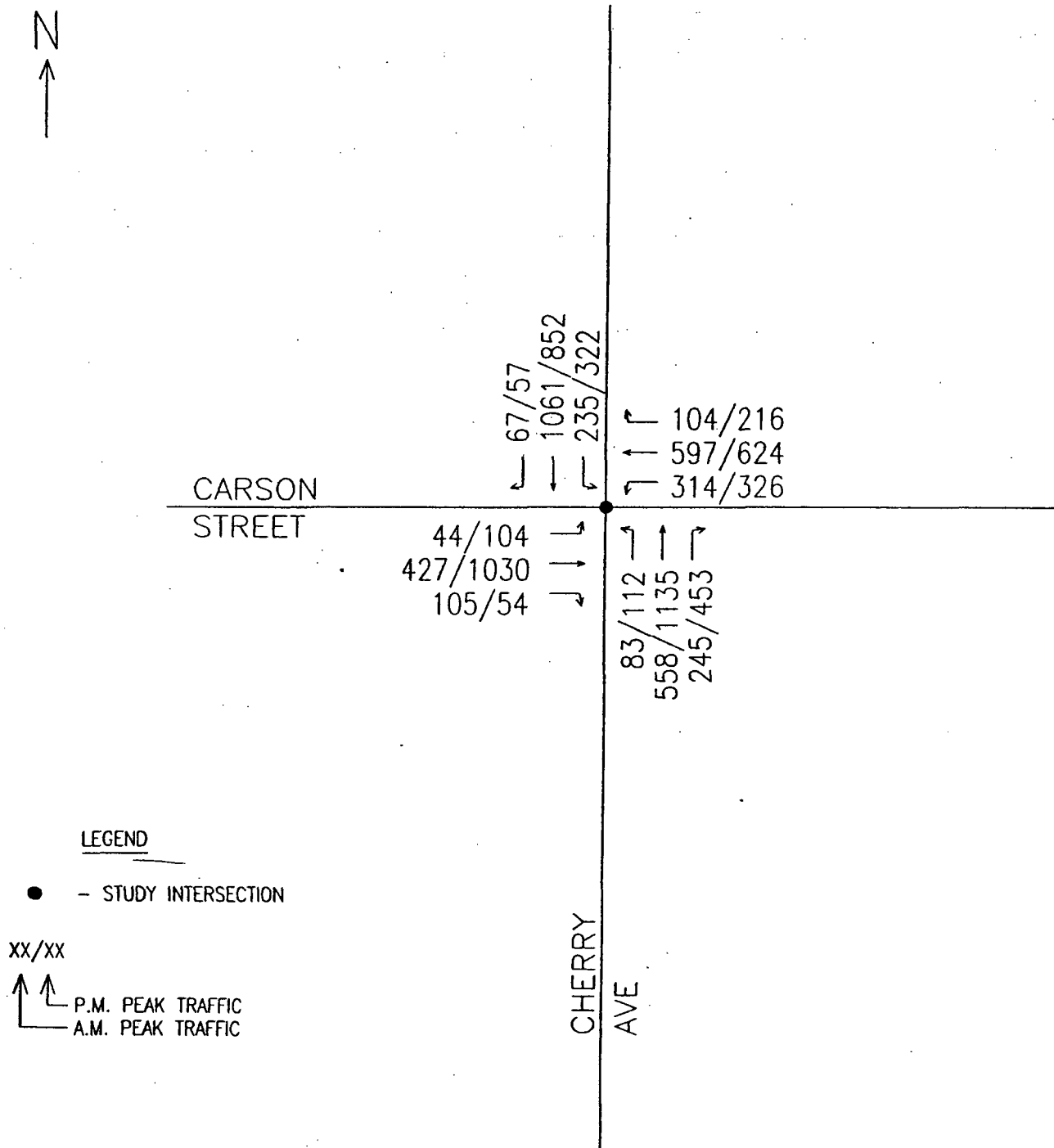


FIGURE 6
EXISTING PLUS PROJECT TRAFFIC

4. OTHER RELATED PROJECTS

Other approved or currently under review major project developments were identified and provided by the City of Long Beach. Review of the list of these project developments did not indicate any related projects with a one-mile radius of the proposed self-storage expansion project for cumulative traffic impact analysis.

5. TRAFFIC IMPACT ANALYSIS

The preceding sections have estimated the vehicle trips from the proposed self-storage expansion project and assigned them to the surrounding street systems. This section will investigate the extent to which the project traffic will impact the study intersection mentioned in the previous section. In order to analyze the ability of this intersection to accommodate the project traffic, the Intersection Capacity Utilization Analysis (ICU) technique was utilized. The analysis of intersection capacity is a sound traffic engineering tool to ascertain how many traffic lanes and traffic signal control should be provided to adequately handle traffic demands.

Another term "Level of Service" is used in conjunction with street capacity analysis studies. Since the traffic flow on a street is of a dynamic nature and changes from minute to minute, the "Level of Service" becomes a good tool to interpret many traffic phenomenas which may have lacked an adequate explanation before. Level of Service is a relative measure of driver satisfaction. There are six "Levels of Service", ranging from A (free-flow; volume-to-capacity ratio less than 0.60) to F (traffic jam; volume to capacity ratio value in excess of 1.0). Level of Service D (volume-to-capacity ratio of 0.81 to 0.90) is traditionally considered the acceptable threshold level for urban peak traffic hour conditions. Level of Service E (volume-to-capacity ratio of 0.91 to 1.00) is the maximum traffic volume a facility can accommodate before a traffic jam occurs.

Exhibit B shows the detailed volume-capacity ratio and level of service calculations for the various traffic scenarios during the peak traffic periods for the study intersection of Cherry Avenue and Carson Street. These calculated volume-capacity ratios and level of services are re-outlined in Table B on the following pages for comparison.

TABLE B

**VOLUME-TO-CAPACITY RATIOS AND LEVELS OF SERVICE
FOR VARIOUS TRAFFIC CONDITIONS DURING A.M. AND P.M. PEAK TRAFFIC PERIODS**

Intersection	1 Existing Traffic		2 Existing Plus Project Traffic		4 Project Impact (2 minus 1)	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Cherry & Carson	0.66(B)	0.85(D)	0.66(B)	0.85(D)	0	0

XXX (X)

↑

↑

Level of Service

Volume to Capacity Ratio

A project is considered of significant impact if:

Column 2 reaches a Level of Service "E" or "F" and
the difference of Volume-to-Capacity Ratio between Columns
2 and 1 is 0.02 or greater.

6. RESIDENTIAL STREET TRAFFIC

Outlined below, is a traffic analysis performed to assess any potential project traffic impact on the residential collector street segment of Tehachapi Drive, between Cherry Avenue and Orange Avenue.

A 2-lane residential collector street has a traffic-carrying capacity of 2,500 to 3,000 vehicles per day, depending on the street width. Recent traffic volume counts were collected on Tehachapi Drive, west of Cherry Avenue. These volume counts indicate a daily volume of 1,367 Trips on a typical weekday and 1,524 vehicles on Saturday. These existing traffic volumes are well below Tehachapi Drive's traffic-carrying capacity threshold level.

A significant neighborhood street impact may occur when the project adds at least 50 peak hour or 500 daily trips to the current traffic level on Tehachapi. The proposed self-storage expansion project will generate a total of 15 peak hour trips on a typical weekday, or 23 trips on Saturday, and 166 daily trips. Assume that 20% (at the most) of the typical weekday trips of the project traffic (3 peak hour trips or 33 daily trips) may be diverted to Tehachapi Drive, these diverted project trips would still be well below the threshold value of 50 peak hour, or 500 daily trips, to be considered significant. The impact of Saturday traffic trips of the project were also found to be below the threshold level. This diverted traffic load most likely is originated from the residential neighborhood itself, which then needs to travel through Tehachapi Drive to reach the self-storage facility.

Presently, the Public Storage Facility offers a "Pick-UP and Delivery" storage service to its customers. This service requires the use of large trucks for pickup and delivery. Existing street width for southbound traffic is only 38 feet. This street width is not wide enough to allow a northbound large single-unit truck on Cherry Avenue to make a u-turn at Tehachapi Drive to head southbound on Cherry Avenue. For this reason, these large trucks may have been turning left onto Tehachapi Drive. The proposed expansion project would eliminate the existing "Pick-Up and Delivery" service. Therefore, no large trucks will be required. This would, in turn, eliminate any potential large trucks from the self-storage facility to use Tehachapi Drive as a diversion route.

7. INTERNAL CIRCULATION

The internal circulation within the proposed project site has been found to be satisfactory after review and evaluation from a traffic flow standpoint.

8. FINDINGS AND RECOMMENDATIONS

Analysis of traffic generated by the proposed self-storage expansion project indicates that the project will not result in any significant impact upon the study intersection of Cherry Avenue and Carson Street and the residential street segment of Tehachapi Drive. Therefore, no mitigating improvements are required at these study locations as part of the project implementation.

EXHIBIT "A"

EXISTING 2004 TRAFFIC VOLUME DATA

Transportation Studies, Inc.
 1350 Reynolds Avenue
 Suite 115
 Irvine, CA. 92614

City: LONG BEACH
 N-S Direction: CHERRY AVENUE
 E-W Direction: CARSON STREET

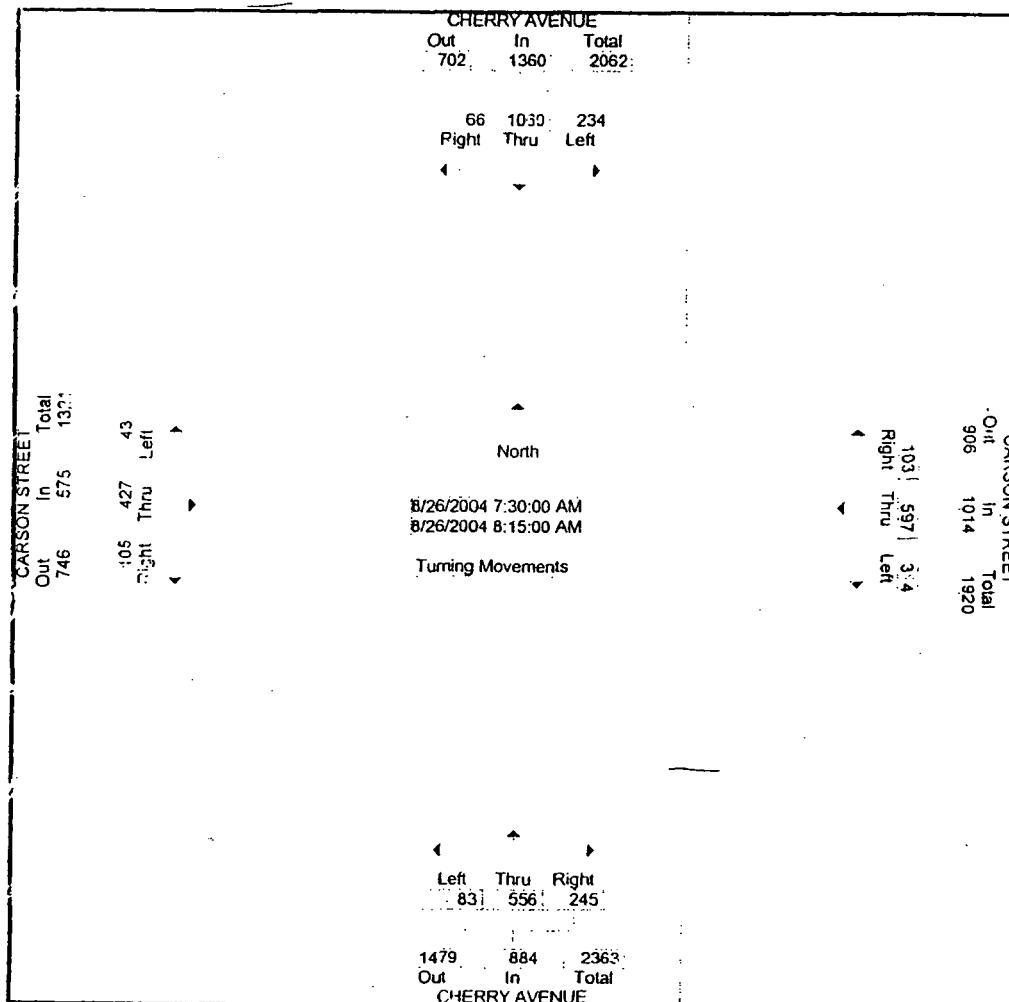
File Name : H0408028
 Site Code : 00001944
 Start Date : 8/26/2004
 Page No : 1

Groups Printed- Turning Movements													
	CHERRY AVENUE Southbound			CARSON STREET Westbound			CHERRY AVENUE Northbound			CARSON STREET Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	14	234	27	19	70	63	41	92	5	17	68	6	656
07:15 AM	9	207	37	19	104	72	39	102	13	15	102	13	732
07:30 AM	23	240	48	21	135	86	72	125	14	28	104	8	904
07:45 AM	12	310	83	32	165	87	68	129	16	28	140	8	1076
Total	58	991	195	91	474	308	218	448	48	88	414	35	3368
08:00 AM	18	287	61	23	161	75	54	174	27	25	98	12	1015
08:15 AM	13	223	42	27	136	66	53	128	26	24	85	15	838
08:30 AM	15	205	45	23	134	69	41	122	30	27	93	14	818
08:45 AM	12	191	39	24	129	63	40	126	24	22	83	13	766
Total	58	906	187	97	560	273	188	550	107	93	359	54	3437
*** BREAK ***													
04:00 PM	11	168	60	45	169	69	102	245	24	19	145	11	1068
04:15 PM	1	198	60	54	119	65	100	268	20	17	176	20	1098
04:30 PM	7	200	71	51	146	72	107	237	26	17	198	21	1153
04:45 PM	8	210	81	49	139	71	114	265	34	22	177	24	1194
Total	27	776	272	199	573	277	423	1015	104	75	696	76	4513
05:00 PM	12	219	81	59	156	89	122	263	30	15	252	21	1319
05:15 PM	13	201	78	51	134	88	117	289	23	12	252	28	1286
05:30 PM	13	220	87	54	163	72	111	292	31	12	272	30	1357
05:45 PM	17	208	74	51	171	77	103	289	28	15	254	24	1311
Total	55	848	320	215	624	326	453	1133	112	54	1030	103	5273
Grand Total	196	3521	974	602	2231	1184	1282	3146	371	315	2499	268	16591
Approch %	4.2	75.0	20.8	15.0	55.5	29.5	26.7	65.6	7.7	10.2	81.1	8.7	
Total %	1.2	21.2	5.9	3.6	13.4	7.1	7.7	19.0	2.2	1.9	15.1	1.6	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA 92614

File Name : H0408028
Site Code : 00001944
Start Date : 8/26/2004
Page No : 2

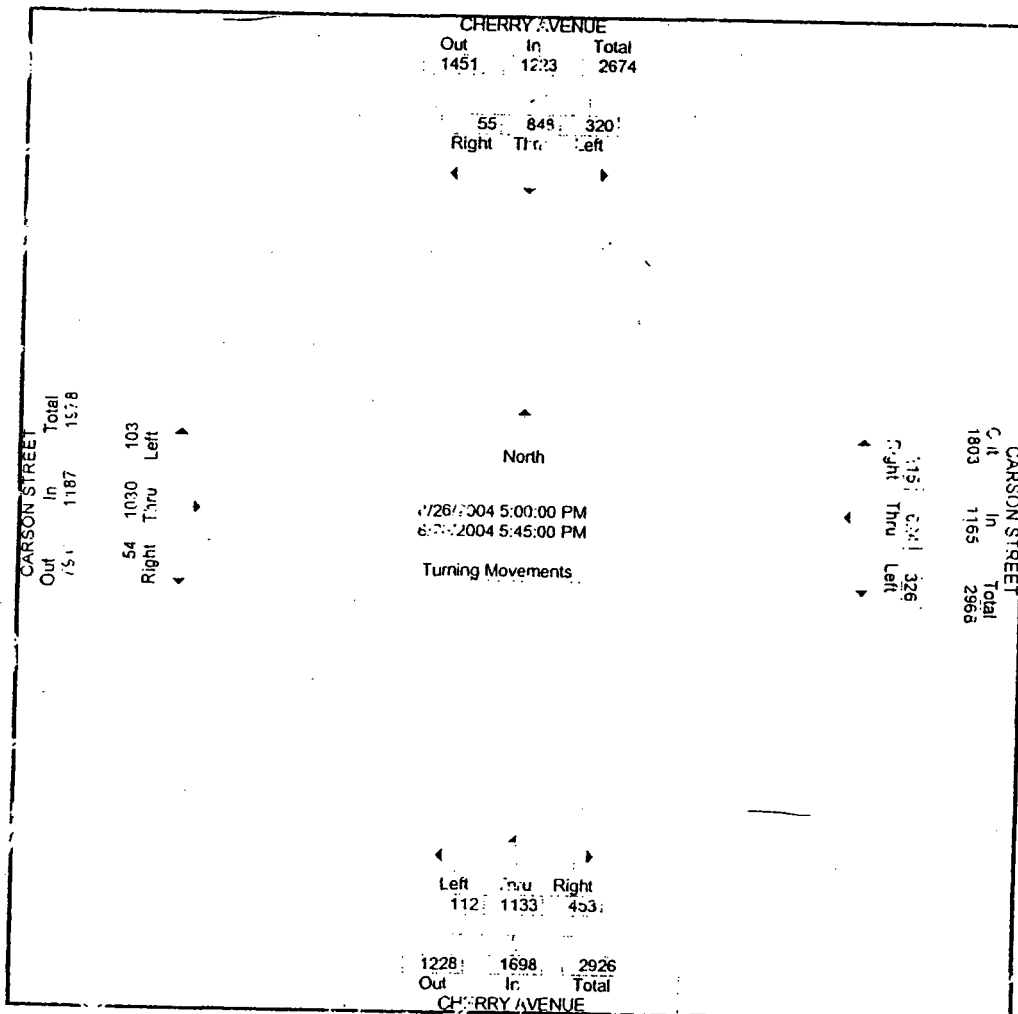
CHERRY AVENUE Southbound					CARSON STREET Westbound				CHERRY AVENUE Northbound				CARSON STREET Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection	07:30 AM																	
Volume	66	1060	234	1360	103	597	314	1014	245	556	83	884	105	427	43	575	3833	
Percent	4.9	77.9	17.2		10.2	58.9	31.0		27.7	62.9	9.4		18.3	74.3	7.5			
07:45																		
Volume	12	310	83	405	32	165	87	284	66	129	16	211	28	140	8	176	1076	
Peak Factor																		0.891
High Int.	07:45 AM				07:45 AM				08:00 AM				07:45 AM					
Volume	12	310	83	405	32	165	87	284	54	174	27	255	28	140	8	176		
Peak Factor	0.840								0.893				0.867				0.817	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA 92614

File Name : H0408028
Site Code : 00001944
Start Date : 8/26/2004
Page No : 3

	CHERRY AVENUE Southbound				CARSON STREET Westbound				CHERRY AVENUE Northbound				CARSON STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	55	840	320	1223	215	624	326	1165	453	1133	112	1698	54	1030	103	1187	5273
Percent	4.5	69.3	26.2		18.5	53.6	28.0		26.7	36.7	6.6		4.5	86.8	8.7		
05:30	13	220	87	320	54	163	52	289	111	292	31	434	12	272	30	314	1357
Peak Factor																	0.971
High Int.	05:30 PM				05:00 PM				05:30 PM				05:30 PM				
Volume	13	220	87	320	59	156	52	304	111	292	31	434	12	272	30	314	
Peak Factor					0.955				0.958				0.978				0.945



Transportation Studies, Inc.

1350 Reynolds Avenue, Ste. 115

Irvine, CA. 92614

Location: TEHACHAPI DRIVE
Segment: CHERRY AVE. TO ORANGE AVE.
Client: TSE

Site: LONG BEACH
Date: 08/26/04

Interval	EB				WB				Combined				Day:	Thursday
Begin	AM		PM		AM		PM		AM		PM			
12:00	2	6	12	49	2	8	12	48	4	14	24	97		
12:15	2		11		3		10		5		21			
12:30	1		17		1		14		2		31			
12:45	1		9		2		12		3		21			
01:00	1	2	9	36	0	1	10	39	1	3	19	75		
01:15	1		10		0		7		1		17			
01:30	0		9		0		14		0		23			
01:45	0		8		1		8		1		16			
02:00	0	4	11	40	0	2	8	31	0	6	19	71		
02:15	1		12		0		9		1		21			
02:30	0		8		1		6		1		14			
02:45	3		9		1		8		4		17			
03:00	0	0	19	59	0	3	14	60	0	3	33	119		
03:15	0		16		0		20		0		36			
03:30	0		14		1		12		1		26			
03:45	0		10		2		14		2		24			
04:00	0	3	14	50	1	2	10	43	1	5	24	93		
04:15	1		11		1		14		2		25			
04:30	1		12		0		9		1		21			
04:45	1		13		0		10		1		23			
05:00	3	11	10	56	0	1	12	55	3	12	22	111		
05:15	3		17		0		21		3		38			
05:30	4		13		1		9		5		22			
05:45	1		16		0		13		1		29			
06:00	4	26	16	54	0	6	20	54	4	32	36	108		
06:15	6		14		2		4		8		18			
06:30	6		12		3		18		9		30			
06:45	10		12		1		12		11		24			
07:00	10	37	16	49	6	23	11	45	16	60	27	94		
07:15	5		8		2		18		7		26			
07:30	9		11		6		4		15		15			
07:45	13		14		9		12		22		26			
08:00	10	48	8	29	10	30	10	43	20	78	18	72		
08:15	16		3		7		18		23		21			
08:30	8		12		9		10		17		22			
08:45	14		6		4		5		18		11			
09:00	8	36	5	25	8	30	13	48	16	66	18	73		
09:15	13		2		9		9		22		11			
09:30	9		6		7		17		16		23			
09:45	6		12		6		9		12		21			
10:00	7	36	5	10	5	28	10	21	12	64	15	31		
10:15	10		1		8		3		18		4			
10:30	7		0		11		4		18		4			
10:45	12		4		4		4		16		8			
11:00	5	33	3	9	3	21	5	17	8	54	8	26		
11:15	8				7		3		15		4			
11:30	4		2		6		1		10		3			
11:45	16		3		5		8		21		11			
Totals	242		466		155		504		397		970			
lit%	61.0		48.0		39.0		52.0							
v Totals		708			659				1,367					
v Splits		51.8			48.2									
1 Hour	07:30		05:15		07:45		05:15		07:45		05:15			
Volume	48		62		35		63		82		125			
Factor	0.75		0.91		0.88		0.75		0.89		0.82			

Transportation Studies, Inc.

150 Reynolds Avenue, Ste. 115

Irvine, CA. 92614

Location: TEHACHAPI DRIVE
Segment: CHERRY AVE. TO ORANGE AVE.
Client: TSE

Site: LONG BEACH
Date: 08/28/04

Interval	EB				WB				Combined				Day:	Saturday
Begin	AM		PM		AM		PM		AM		PM			
12:00	1	8	16	58	1	13	19	58	2	21	35	116		
12:15	1		16		4		11		5		27			
12:30	3		10		4		8		7		18			
12:45	3		16		4		20		7		36			
01:00	3	7	13	59	2	8	10	52	5	15	23	111		
01:15	1		20		2		16		3		36			
01:30	3		10		4		12		7		22			
01:45	0		16		0		14		0		30			
02:00	1	2	18	58	3	7	10	62	4	9	28	120		
02:15	1		16		2		10		3		26			
02:30	0		14		1		22		1		36			
02:45	0		10		1		20		1		30			
03:00	3	4	12	61	*		18	51	*		30	112		
03:15	0		15		1		8		1		23			
03:30	0		12		1		10		1		22			
03:45	1		22		1		15		2		37			
04:00	0	3	12	46	1	1	10	50	1	4	22	96		
04:15	1		12		0		10		1		22			
04:30	1		7		0		19		1		26			
04:45	1		15		0		11		1		26			
05:00	2	8	12	63	1	2	10	41	3	10	22	104		
05:15	1		20		0		6		1		26			
05:30	3		19		1		8		4		27			
05:45	2		12		0		17		2		29			
06:00	2	10	8	38	1	5	9	52	3	15	17	90		
06:15	1		5		3		13		4		18			
06:30	4		16		1		14		5		30			
06:45	3		9		0		16		3		25			
07:00	9	32	10	41	4	12	13	42	13	44	23	83		
07:15	9		11		1		8		10		19			
07:30	6		10		1		11		7		21			
07:45	8		10		6		10		14		20			
08:00	16	53	10	27	3	25	9	40	19	78	19	67		
08:15	9		8		8		11		17		19			
08:30	14		6		10		7		24		13			
08:45	14		3		4		13		18		16			
09:00	18	63	3	20	3	36	7	35	21	99	10	55		
09:15	16		5		12		6		28		11			
09:30	15		6		15		10		30		16			
09:45	14		6		6		12		20		18			
10:00	10	38	3	17	9	38	15	34	19	76	18	51		
10:15	12		4		10		7		22		11			
10:30	6		6		9		4		15		10			
10:45	10		4		10		8		20		12			
11:00	14	55	8	22	10	49	4	18	24	104	12	40		
11:15	14		6		11		8		25		14			
11:30	10		5		14		4		24		9			
11:45	17		3		14		2		31		5			
Totals	283		510		199		535		479		1,045			
Split%	59.1		48.8		41.5		51.2							
Day Totals		793				734				1,524				
Day Splits		52.0				48.2								
Peak Hour	08:45		04:45		11:00		02:15		11:00		02:15			
Volume	63		66		49		70		104		122			
Factor	0.88		0.82		0.88		0.80		0.84		0.85			

EXHIBIT "B"

INTERSECTION CAPACITY UTILIZATION CALCULATIONS

A.M. Peak Traffic Hour (worst Condition)

Intersection Capacity Utilization (ICU)

For

Cherry Avenue and Carson Street

Movement	Traffic Lane Capacity		Traffic Volumes		Volume-to-Capacity Ratio	
	No. of Lanes	Total Lane Capacity	Existing Traffic	Existing Plus Project Traffic	Existing Traffic	Existing Plus Project Traffic
NL	1	1600	83	83	0.05*	0.05*
NT	3	4800	556	558	0.12	0.12
NR	1	1600	245	245	0.15	0.15
SL	2	3200	234	235	0.07	0.07
ST	3	4800	1060	1061	0.22*	0.22*
SR	1	1600	66	67	0.04	0.04
EL	2	3200	43	44	0.02	0.02
Et + ER	3	4800	532	532	0.11*	0.11*
WL	2	3200	314	314	0.10*	0.10*
WT+WR	3	4800	700	701	0.15	0.15

Yellow Clearance 0.18* 0.18*

Intersection ICU 0.66 0.66

Level of Service B B

* Denotes critical volume to capacity ratio utilized to determine intersection ICU.

P.M. Peak Traffic Hour (worst Condition)

Intersection Capacity Utilization (ICU)

For

Cherry Avenue and Carson Street

Movement	Traffic Lane Capacity		Traffic Volumes		Volume-to-Capacity Ratio	
	No. of Lanes	Total Lane Capacity	Existing Traffic	Existing Plus Project Traffic	Existing Traffic	Existing Plus Project Traffic
NL	1	1600	112	112	0.07	0.07
NT	3	4800	1133	1135	0.24*	0.24*
NR	1	1600	453	453	0.28	0.28
SL	2	3200	320	322	0.10*	0.10*
ST	3	4800	848	852	0.18	0.18
SR	1	1600	55	57	0.04	0.04
EL	2	3200	103	104	0.03	0.03
ET + ER	3	4800	1084	1084	0.23*	0.23*
WL	2	3200	326	326	0.10*	0.10*
WT+WR	3	4800	839	840	0.18	0.18

Yellow Clearance 0.18* 0.18*
Intersection ICU 0.85 0.85
Level of Service D D

* Denotes critical volume to capacity ratio utilized to determine intersection ICU.

ORDINANCE NO. C-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LONG BEACH AMENDING THE USE DISTRICT MAP OF THE CITY OF LONG BEACH AS SAID MAP HAS BEEN ESTABLISHED AND AMENDED BY AMENDING PORTIONS OF PART 23 OF SAID MAP FROM CHW (REGIONAL HIGHWAY DISTRICT) TO CS (COMMERCIAL STORAGE) FOR PROPERTY LOCATED AT 4100 CHERRY AVENUE, IN THE CITY OF LONG BEACH (RZ-0406-18)

The City Council of the City of Long Beach ordains as follows:

Section 1. Environmental documentation having been prepared, certified, received and considered as required by law, and the City Council hereby finding that the proposed change will not adversely affect the character, livability or appropriate development of the surrounding area and that the proposed change is consistent with the goals, objectives and provisions of the General Plan, the official Use District Map of the City of Long Beach, as established and amended, is further amended by amending portions of Part 23 of said Map to rezone the subject property from CHW (Regional Highway District) to CS (Commercial Storage). That portion of Part 23 of said map that is amended by this ordinance is depicted on Exhibit "A" which are attached hereto and by this reference made a part of this ordinance and the official Use District Map.

Sec. 2. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

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Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

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Sec. 3. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first day after it is approved by the Mayor.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 2004, by the following vote:

Ayes: Councilmembers: _____

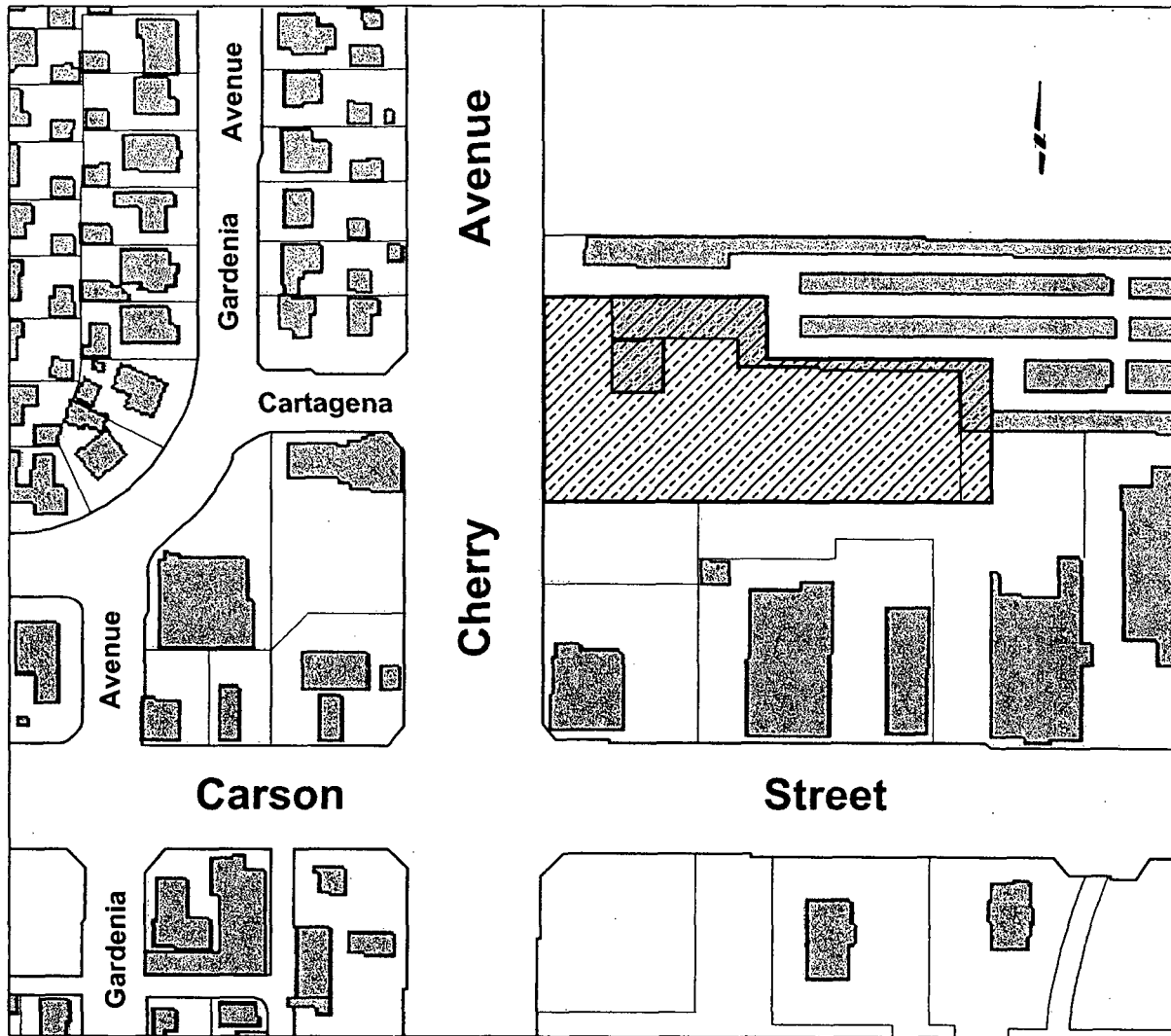
Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

Approved: _____

Mayor



from: CHW (Regional Highway Commercial)
to: CS (Commercial Storage)

PROPOSED

AMENDMENT TO A PORTION OF PART 23
OF THE USE DISTRICT MAP.

REZONING CASE

RZ-0406-18