

# CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

# H-1

333 W. Ocean Boulevard

Long Beach, California 90802

562-570-6194

FAX 562-570-6068

December 16, 2008

HONORABLE MAYOR AND CITY COUNCIL  
City of Long Beach  
California

## RECOMMENDATION:

Receive supporting documentation into the record, conclude the hearing, deny the appeal, and uphold the Planning Commission decision to (1) Certify Mitigated Negative Declaration (No. 08-08) and (2) Approve Site Plan Review and a Standards Variance for the property located at 3332 Magnolia Avenue for the purpose of allowing the development of a 45,101-square-foot, two-story church. (District 7)

## DISCUSSION

Pacific Baptist Church is proposing to remove the two single-family homes on the existing church site and construct a two-story, multi-purpose, 45,101-square-foot church building. The new structure will include a sanctuary, thirteen nurseries, eight classrooms, fifteen offices and a gymnasium. The proposed project will increase the size of the church and ancillary functions (Exhibit A - Plans).

On October 16, 2008, the Planning Commission approved requests for Site Plan Review, Standards Variance and certification of the Negative Declaration (Exhibit B - Negative Declaration). Planning Commission required the applicant to improve the elevations by breaking down the mass of the building and incorporating lush and tall landscaping to mask the building, and required installation of a bike rack and a "phase out" plan of the diesel shuttle buses. The applicant has submitted revised plans and agrees to all additional conditions (Exhibit C - Conditions of Approval and Findings).

Four appeals were filed (Exhibit D - Appeals). The appellants indicate concerns with traffic impacts, lack of parking, air quality from shuttle buses, loss of green space, large scale of the project and opposition to approval of the height variance.

The current uses and proposed project rely heavily upon the use of off-site parking for church services. Weekday uses utilize the on-site lot. Since churches experience specific periods of peak use, the Zoning Regulations allow for alternative parking solutions such as shared parking. The church has secured off-site parking agreements at several locations and will provide shuttle service to the site, providing adequate parking for the uses.

This letter was reviewed by Assistant City Attorney Michael Mais on December 1, 2008 and by Budget Management Officer Victoria Bell on November 26, 2008.

TIMING CONSIDERATIONS

The Long Beach Municipal Code requires a hearing within 60 days following positive Planning Commission action.

FISCAL IMPACT

There will be no fiscal impact as a result of the recommendation.

**SUGGESTED ACTION:**

Approve recommendation.

Respectfully submitted,

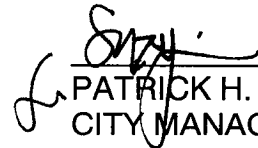


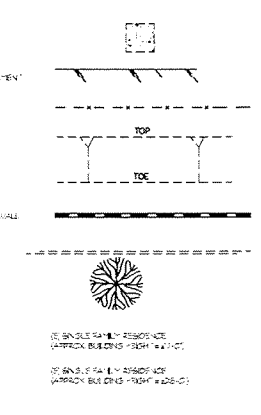
CRAIG BECK  
DIRECTOR OF DEVELOPMENT SERVICES

CB:DB:JU  
P:\Planning\CDD (Zoning)\City Council reports\Council letter\12.16.08 PBC.doc

Attachments: Exhibit A - Plans  
Exhibit B - Negative Declaration  
Exhibit C - Conditions of Approval and Findings  
Exhibit D - Appeals

APPROVED:

  
PATRICK H. WEST  
CITY MANAGER



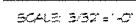
<u>SITE AREA</u>	
PARCEL ① SITE AREA	156,255.64 SF
PARCEL ② SITE AREA	37,615.23 SF
TOTAL SITE AREA	193,870.87 SF
<u>LOT COVERAGE</u>	
BUILDING FOOTPRINT (EXIST'G)	1,544.00 SF
BUILDING FOOTPRINT (NEW)	29,255.00 SF
TOTAL BUILDING FOOTPRINT	30,799.00 SF
PERCENT LOT COVERAGE	15.90%

SCALE 1" = 20'

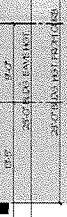



$$SCA.E \text{ 2/22} = 0$$


SCALE 3/32 = "O"



SCALE: 3/32" = 1'-0"



SCA.3 3/32 = 70

albert c. gregor  
ncarb, AIA  
6031 170 W 24th St  
redington, boston 75017

new facility for:  
**pacific  
baptist church**  
LOS ANGELES, CALIFORNIA

PROJECT NO:	2K70102
DRAWN BY:	RIC
DATE:	5/11/07
SCALE:	AS SHOWN
DRAWING NO:	

A7

REVISED OCT. 2, 2008  
REVISED SEPT. 5, 2006  
REVISED AUG. 27, 2002



# Pacific Baptist Church

## INITIAL STUDY

*Prepared by:*

**City of Long Beach**  
Department of Development Services  
Planning Bureau

## INITIAL STUDY

**Project Title:**

Pacific Baptist Church

**Lead agency name and address:**

Long Beach Planning Commission  
333 W. Ocean Boulevard, 4<sup>th</sup> Floor  
Long Beach, CA 90802

**Contact person and phone number:**

Jaime Ustin  
(562) 570-6004

**Project location:**

3332 Magnolia Avenue

**Project Sponsor's name and contact information:**

Pacific Baptist Church  
3332 Magnolia Avenue  
Long Beach, CA 90806  
562-426-8282

**General Plan:**

Land Use District #4: High Density Residential

**Zoning:**

Zoning District "I": Institutional

**Description of project:**

The proposed project would begin with the removal of the existing two-single family homes utilized for church purposes. The proposed new construction would result in a two-story 45,101 square foot structure. The structure would house the church as well as classrooms and facilities for the day school. The new structure would consist of the following spaces: sanctuary, 13 nurseries, office space, gymnasium and storage areas. Parking for the church would be provided both on-site and at other off-site private parking lots through the use of parking agreements with five established businesses in the area. The required discretionary actions for the proposed project include: Site Plan Review and Standards Variance for the maximum allowable height for the church building as well as the steeple.

**Public agencies whose approval is required:**

Long Beach Planning Commission  
Long Beach City Council (on appeal only)

**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:

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Population & Housing
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hydrology & Water Quality	<input type="checkbox"/> Public Services
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use & Planning	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Transportation & Traffic
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> National Pollution Discharge Elimination System	<input type="checkbox"/> Utilities & Service Systems
<input type="checkbox"/> Geology & Soils	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Jaime Ustin  
Planner

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Date

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are supported adequately 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. "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 Incorporation" 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 "Earlier Analysis," as described in (5) below, 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 (per Section 15063(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 scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect 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 check list 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.
- 7) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold. If any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

## I. AESTHETICS

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The project site is located on the northeast corner of Magnolia Ave and 33<sup>rd</sup> Street in the Wrigley neighborhood. The proposed project would alter the appearance of the project site as it would remove two single-story single-family homes and replace them with a two story, 45,101 square feet church. The view of Magnolia and 33<sup>rd</sup> Street would be altered, but would not be anticipated to have a substantial adverse effect on a scenic vista.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The project site is located in a residential neighborhood. It is not located on a State Scenic Highway and there would be no impact to any natural scenic resource.

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

- ☐ Potentially Significant Impact      ☒ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☐ No Impact

Development of the proposed project would include the removal of two single-family homes and excavation activities. There would be a potential for these activities to impact the surrounding residential developments. The following mitigation measure will facilitate a minimum impact to the surroundings:

- I-1** Prior to the issuance of any demolition permits, the applicant shall prepare a "Construction Staging and Management Plan" to be approved by the Director of Development Services or their designee. The Plan shall indicate:

- Entry and exit points for construction employees
- Parking for construction employees
- Temporary construction office location
- Construction equipment staging area
- Demolition materials storage area
- Construction materials storage area
- Screening for the project site and all storage and staging areas (temporary fencing with opaque material)

Details of the Construction Staging and Management Plan shall be included on all final grading and construction plans.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed site would include exterior lighting for safety purposes. While the proposed project could introduce additional light sources into the vicinity over that which currently exists, the light sources would not be expected to adversely affect views in the immediate area.

## **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. Would the project 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**c. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

For a, b and c— The project site is located in an urban setting and there are no agricultural zones within the vicinity of the project. The proposed project would be developed in a sector of the city that has been built upon for well over half a century. Development of the proposed project would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

### **III. AIR QUALITY**

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

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

The South Coast Air Basin 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 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 produced mostly by sources other than automobile exhaust.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ 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. By the year 2010, preliminary population projections by the Southern California Association of Governments (SCAG) indicate that Long Beach will grow by 27,680+ residents, or six percent, to a population of 491,000+.

The proposed project would not involve any new residential units. The project is within the growth forecasts for the sub-region and consistent with the Air Quality Management Plan (AQMP). In addition, the project is consistent with the goals of the City of Long Beach Air Quality Element that call for achieving air quality improvements in a manner that continues economic growth.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ 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**

<b>Pollutant</b>	<b>Construction Thresholds (lbs/day)</b>	<b>Operational Thresholds (lbs/day)</b>
ROG	75	55
NO <sub>x</sub>	100	55
CO	550	550
PM <sub>10</sub>	150	150
SO <sub>x</sub>	150	150

Construction emissions would involve the removal of two single-family homes and the development of a new two-story, 45,101 square foot church and private day school. Construction emissions would be estimated to be below threshold levels. The sources of these estimates are based on URBEMIS 8.7. The table below indicates the results.

	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>
Construction Emissions	63.26	23.12	48.17	31.14
AQMD Thresholds	75	100	550	150
Exceeds Thresholds	No	No	No	No

The primary long-term emission source from the proposed project would be vehicles driven by church employees, parents and members of the congregation. A secondary source of operational emissions would be the consumption of natural gas and the use of landscape maintenance equipment. Estimated automobile emissions from the project are listed in the table below. The source of these estimates are based on URBEMIS 8.7. Based upon these estimates, the proposed project would not exceed threshold levels for mobile emissions. The table below indicates the results.

	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>
Project Emissions	3.85	4.19	44.39	3.51
AQMD Thresholds	55	55	550	150
Exceeds Thresholds	No	No	No	No

The following mitigation measure is included to reduce the possibility that the proposed project would violate any air quality standard or contribute to an existing or projected air quality violation:

**III-1** As required by South Coast Air Quality Management District Rule 403-Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. The measures shall be printed on the project plans. They include the following:

- Application of soil stabilizers to inactive construction areas.
- Quick replacement of ground cover in disturbed areas (as applicable).
- Watering of exposed surfaces twice daily.
- Watering of all unpaved haul roads three times daily.
- Covering all stockpiles with tarp.
- Reduction of vehicle speed on unpaved roads.
- Post sign on-site limiting traffic to 15 miles per hour or less.
- Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads.
- Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas.

**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)?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

Please see III (a) and (b) above for discussion.

**d. Would the project expose sensitive receptors to substantial pollutant concentrations?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. The proposed project would be anticipated to not produce substantial levels of any pollutant concentration that could affect sensitive receptors.

**e. Would the project create objectionable odors affecting a substantial number of people?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project, an institutional and educational land use, would have no impact. Potential sources of odors during construction include use of architectural coatings and solvents, and diesel-powered construction equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds (VOCs) from architectural coatings and solvents, which lowers odorous emissions. Construction activities are predicted to create a less than significant impact.

**IV. BIOLOGICAL RESOURCES**

**a. Would the project 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**b. Would the project 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**c. Would the project 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"/> Potentially<br>Significant<br>Impact | <input type="checkbox"/> Less Than<br>Significant with<br>Mitigation<br>Incorporation | <input type="checkbox"/> Less Than<br>Significant<br>Impact | <input checked="" type="checkbox"/> No Impact |
|---|---|---|---|

**d. Would the project 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"/> Potentially<br>Significant<br>Impact | <input type="checkbox"/> Less Than<br>Significant with<br>Mitigation<br>Incorporation | <input type="checkbox"/> Less Than<br>Significant<br>Impact | <input checked="" type="checkbox"/> No Impact |
|---|---|---|---|

**e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

- |   |   |   |   |
|---|---|---|---|
| <input type="checkbox"/> Potentially<br>Significant<br>Impact | <input type="checkbox"/> Less Than<br>Significant with<br>Mitigation<br>Incorporation | <input type="checkbox"/> Less Than<br>Significant<br>Impact | <input checked="" type="checkbox"/> No Impact |
|---|---|---|---|

**f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

- |   |   |   |   |
|---|---|---|---|
| <input type="checkbox"/> Potentially<br>Significant<br>Impact | <input type="checkbox"/> Less Than<br>Significant with<br>Mitigation<br>Incorporation | <input type="checkbox"/> Less Than<br>Significant<br>Impact | <input checked="" type="checkbox"/> No Impact |
|---|---|---|---|

The site of the proposed project is at the northeast corner of Magnolia Avenue and 33<sup>rd</sup> Street in an existing residential neighborhood. 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. Existing on-site tree and plant species would be removed from the site during demolition. A comprehensive landscape plan for the new development would be installed after completion of the new construction. In addition, off-site street trees would be planted as required by Public Works.

The proposed site is not located in a protected wetlands area. Also, the development of the proposed project would not be anticipated to interfere with the migratory movement of any wildlife species. The biological habitat and species diversity in the neighborhood is limited to that typically found in highly populated and urbanized Southern California beach communities. No adverse impacts would be anticipated to biological resources.

## V. CULTURAL RESOURCES

Some evidence indicates that primitive peoples inhabited portions of the City as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient peoples were destroyed during the first century of the City's development. The remaining archaeological sites are located predominantly in the southeast sector of the City.

**a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?**

- ☐ Potentially Significant Impact      ☒ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☐ No Impact

A records search was performed by the City's Historic Preservation Officer to identify previously documented historic resources in and around the project site. This search included a review of the National Register of Historic Places (National Register) and its annual updates, the California Historical Resources Inventory database maintained by the State Office of Historic Preservation, and the City of Long Beach list of designated landmarks. The records search indicated that there are no previously identified historic resources within or near the project area.

The project site contains two buildings, a modest Craftsman bungalow built in 1928 and a two-story Colonial Revival style dwelling erected in 1955. The house at 3300 Magnolia Avenue was owned and occupied by various individuals up until it was made a part of the campus of the First Church of the Brethren in 1947. It served as the parsonage for a number of years until the new parsonage was built on the adjacent lot to the north. The bungalow has a standardized plan and is reflective of the common California bungalows erected in large number in Long Beach and elsewhere in southern California during the first quarter of the 20<sup>th</sup> century. The historical integrity of the house is fair since a substantial incompatible addition was added onto its rear elevation in 1949. The former Colonial Revival style parsonage of the First Church of the Brethren has an address of 3320 Magnolia Avenue. As the home of the minister it was an important part of a center of religious life for its semi-suburban population following its construction. The historical integrity of the parsonage structure is good and maintains its qualities of location, design, materials, association, feeling, setting, and workmanship.

Since the two properties are over 45 years of age and as part of the project's due diligence process, a historic survey assessment was conducted to evaluate their historical significance. The bungalow was found to be ineligible for listing on the National Register, California Register, and for local designation due to lack of sufficient historical associations and architectural merit. Therefore, for CEQA

purposes it is not considered a historical resource pursuant to section 15064.5 of the CEQA Guidelines. No mitigation measures are required and no further analysis of this property is recommended as part of the project's environmental review process.

The Colonial Revival parsonage was found ineligible for National Register listing since its level of historical and architectural significance was not adequate to justify such recognition. It was, however, found to be eligible for listing on the California Register and for local designation as a City landmark because of its architectural qualities as a rare post-war (World War II) interpretation of Colonial Revival by a rather notable architect, Harold A. Carlson, and its overall physical qualities that illustrate the broad impact of a religious institution (First Church of the Brethren) on the developmental history of the immediate neighborhood and city. Hence, the property is considered a historical resource for the purposes of CEQA compliance.

From a legal perspective under certain conditions, state law (Government Code Section 37361) restricts landmark designations of non-commercial properties owned by religious organizations. An organization must file an objection to the designation and affirm that the regulatory authority of a landmark designation would create a "substantial hardship" and deprive it of "economic return on its property, the reasonable use of its property, or the appropriate use of its property in the furtherance of its religious mission." The property owner has met the specifications in state law for restricting landmark designation of the property at 3320 Magnolia Avenue. The congregation has submitted a letter to the Planning Commission asserting that landmark designation would create a substantial hardship on the owner. Nonetheless, for CEQA purposes the following mitigation measure is recommended for this particular property to reduce the potential adverse impacts to a known historic resource to less than a significant level.

**Relocation.** The relocation of the Colonial Revival style parsonage structure should be undertaken by the applicant to avoid demolition of this resource. The mitigation measure leading to relocation of the residence to a suitable off-site location would reduce this project impact to a less than significant level. Pursuant to the regulations for the California Register of Historical Resources, a moved building that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. Hence, every attempt should be made by the applicant to relocate the structure at 3320 Magnolia Avenue prior to the implementation of any type of grading and/or construction activities. Such relocation efforts should be orchestrated with the City's Historic Preservation Officer. If relocation of the property is proven to be infeasible, then recordation of the resource, consisting of a comprehensively completed State Inventory Form (DPR 523 form) and photographs, shall be undertaken by the applicant prior to its removal from its

current location. The recordation document shall be submitted to the Historic Preservation Officer for review and filing.

**V-1** Prior to the issuance of any demolition permits, every attempt should be made by the applicant to relocate the structure at 3320 Magnolia Avenue prior to the implementation of any type of grading and/or construction activities. Such relocation efforts should be orchestrated with the City's Historic Preservation Officer. If relocation of the property is proven to be infeasible, then recordation of the resource, consisting of a comprehensively completed State Inventory Form (DPR 523 form) and photographs, shall be undertaken by the applicant prior to its removal from its current location. The recordation document shall be submitted to the Historic Preservation Officer for review and filing.

**b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

A review of survey data collected and evaluated for this area indicates that no prehistoric or historic archaeological sites or resources have been identified within the local area, nor have unique or important prehistoric or historic archaeological resources been encountered within the project vicinity. The project site is located within a heavily urbanized area and has been subject to extensive disruption over the years. Thus, any surficial archaeological resources, which may have existed at one time, have likely been previously disturbed or destroyed. Hence, no mitigation measures are required to implement the proposed project.

**c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

Any surficial paleontological resources that may have existed at one time have likely been previously disturbed by past development activities. Therefore, the topmost layers of soil in the project area are not likely to contain substantive fossils. Further analysis of this issue is not recommended and mitigations measures are not required to initiate the project.

**d. Would the project disturb any human remains, including those interred outside of formal cemeteries?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during the construction of the proposed project. In the unlikely event that human remains are encountered during project construction activities, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resource Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts due to disturbing human remains.

**VI. GEOLOGY AND SOILS**

**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.**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

Per Plate 2 of the Seismic Safety Element of the General Plan, no faults are known to pass beneath the project site, and the surrounding area is not in the Alquist-Priolo Special Studies Zone. The most significant fault system in the vicinity is the Newport-Inglewood fault zone. Because faults do exist in the City, "No Impact" would not be an appropriate response, but a less than significant impact could be anticipated. All new construction is required to comply with current building codes and incorporate building methods that account for the possibility of seismic events.

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

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The relative close proximity of the Newport-Inglewood Fault could create substantial ground shaking at the proposed site if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in southern California has the potential to create considerable levels of ground shaking at the project site. However, numerous variables determine the level of damage to a specific location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. The project, however, would be required to be constructed in conformance with all current state and local building codes relative to seismic safety. A less than significant impact would be anticipated.

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

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

Per Plate 7 of the Seismic Safety Element, the proposed project is located in a part of the City where liquefaction to occur is potentially significant. The project, however, would be required by the International Building Code to provide a soils report. A less than significant impact would be anticipated.

**iv) Landslides?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

Per the Seismic Safety Element, the project site is outside the area where landslides would be anticipated to occur. Therefore, no impact would be expected.

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

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The project site is covered with structure, hardscape and landscape. The project will increase the building area at the site. It would be expected to result in

minimal soil erosion, as the site has a gentle elevation change from southwest to northeast. A less than significant impact is anticipated.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

According to Plate 3 of the Seismic Safety Element, the project site is located on soil made up sandy and clayey alluvial materials composed of interlayered lenses of cohesionless and cohesive material overlying the shall Gaspar or Recent aquifers. This is nothing in the Element to indicate this type of soil in the location of the proposed project would become unstable as a result of the project.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

Please see VI. (c) above for explanation.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

Sewers are in place in the vicinity of the project site. The use of septic tanks or an alternative waste water disposal system would not be necessary and no impact would be anticipated.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would not be a land use that would involve the transport, use or disposal of hazardous materials. The project would not be anticipated to create any significant hazard to the public or the environment via the use, transport or disposal of hazardous materials.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would be a land use that would not be anticipated to include the storage and/or usage of hazardous materials. A scenario where such materials would be released into the environment would be unlikely. A "no impact" response is warranted.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project includes a private school for K-12 grade, as well as college courses. As a land use, this project will not emit hazardous emissions or handle hazardous substances or waste. During construction, precautions would be taken to minimize the impacts to the school. Such construction-related impacts are anticipated to be less than significant.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The site of the proposed project is not located within any 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The site of the proposed project is not located within the vicinity of any private airstrip.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would be the development of a new church and private day school. The project would be required to comply with all current Fire and Health and Safety codes and would be required by code to have posted evacuation routes to be utilized in the event of an emergency. The completed project would be required to undergo periodic inspections by the Fire Department. As designed, the project would not be expected to impair the implementation of or

physically interfere with an emergency evacuation plan or with any adopted emergency response 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

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

## **VIII. HYDROLOGY AND WATER QUALITY**

The Federal Emergency Management Agency has prepared a new series of Flood Insurance Rate Maps 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.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

While development and operation of the proposed project would involve the discharge of water into the storm drain and sewer systems, the project would not be expected to violate any wastewater discharge standards. The project site is in a part of the City that is not adjacent to any major water source. The proposed project would be required to comply with all state and federal requirements pertaining to preservation of water quality.

**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)?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would be developed in an urban setting with water systems in place that were designed to accommodate development. The operation of the proposed land use would not be expected to substantially deplete or interfere with the recharge of 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The project site is in an urban setting and is not near any stream or river. The site has already been covered with buildings and hardscape and the drainage pattern is established. The site has curb, gutter and public right-of-way on the south and west side and is surrounded by other development on two sides. The proposed project would result in minimal erosion or siltation on or off the site.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The project site is already an impervious surface and relatively flat. The proposed project would be constructed with drainage infrastructure in place to avoid a situation where runoff would result in flooding or upset.

**e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The runoff contributed by the proposed project would not be anticipated to exceed the capacity of the storm water drainage system. No impact would be expected.

**f. Would the project otherwise degrade water quality?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

During demolition, construction and operation, the project would be required to comply with all laws relative to maintaining water quality. The project would not be expected to significantly impact or degrade the quality of the water system.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would not involve the development of any new residential units and is not located within a 100-year flood hazard area. Therefore, there would be no impact.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

Please see VIII (g) above for explanation.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The project site is not located in an area of potential flood impacts, nor is it located in proximity of a levee or dam. There would be no impact.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

According to Plate 11 of the Seismic Safety Element, the project site is not within a zone influenced by the inundation of seiche, tsunami, or mudflow. Therefore, there would be no impact.

**IX. LAND USE AND PLANNING**

**a. Would the project physically divide an established community?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The project site is located at the northeast corner of Magnolia Avenue and 33<sup>rd</sup> Street. The neighborhood is an established area surrounded by residential uses. The proposed project would begin with the removal of two single-family homes followed by the development of a new 45,101 square foot church and private school building. As proposed, the project would alter the appearance of the neighborhood but it would not be expected to physically divide any established community.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project would be located in General Plan Land Use District #4 "High Density Residential," and in the Institutional "I" Zoning District. Though the project is inconsistent with the existing General Plan, it is currently being utilized as a church facility and will continue this use, which is consistent with the Zoning classifications. The required discretionary applications for the project would include a Site Plan Review and Standards Variance for the maximum allowable height of the church building as well as the steeple. All required discretionary

applications would be voted upon by the Planning Commission and would be the means for the project to no conflict with any land use plans or regulations. As proposed, the project would not be anticipated to have a significant impact upon, or conflict with, the applicable land use regulations.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would be developed in a built-out urban environment. No habitat conservation plan or natural communities conservation plan would be impacted by the project.

**X. MINERAL RESOURCES**

Historically, the primary mineral resource within the City of Long Beach has been oil. However, oil extraction operations have diminished over the last century as the resource has become depleted. Today, oil extraction continues, but on a reduced scale compared to past levels.

**a. Would the project 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The project site is located in an urbanized setting. Development of the proposed project would not impact or result in the loss of availability of any known mineral resource.

**b. Would the project 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

Please see X (a) above for explanation.

## **XI. 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. Noise level measurements include 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 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 Community Noise Equivalent Level (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 adopted a Noise Ordinance that sets exterior and interior noise standards.

**a. Would the project result in 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"/> Potentially<br>Significant<br>Impact | <input checked="" type="checkbox"/> Less Than<br>Significant with<br>Mitigation<br>Incorporation | <input type="checkbox"/> Less Than<br>Significant<br>Impact | <input type="checkbox"/> No Impact |
|---|--|---|------------------------------------|

Development of the proposed project is not expected to create noise levels in excess of those established by the Long Beach City Ordinance. During the periods of demolition and construction, the activity could cause temporary increases within the ambient noise levels but it would not be expected to exceed established standards. However, project construction must conform to the City of Long Beach Noise Ordinance with regard to when it takes place. Due to the close proximity of the project site to existing residential and institutional land uses, the following mitigation measure shall apply:

**XII-1** Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

**Weekdays:** 7:00am to 7:00pm    **Sundays:** No work permitted  
**Saturdays:** 9:00am to 6:00pm    **Holidays:** No work permitted.

The only exception shall be if the Building Official gives authorization for emergency work at the project site.

**b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project could expose persons to periodic ground borne noise or vibration during phases of demolition and construction. However, this type of noise would be typical for a construction site and would be expected to have a less than significant impact.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

Although the proposed project could result in a permanent increase in ambient noise levels in the project vicinity above levels existing without the project, given the proposed land use, the permanent increase would not be expected to be substantial. Therefore, such an increase would not be expected to require mitigation.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

Development of the proposed project would involve temporary noise typically associated with demolition and new construction. Such noise could create a temporary increase in the ambient noise level in the surrounding neighborhood. Once the proposed project is completed, the noise levels created by the project would be expected to be non-disruptive and consistent with other similar developments in the neighborhood.

- 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?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project is not located within any 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?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project is not located within the vicinity of a private airstrip.

## **XII. POPULATION AND HOUSING**

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. The U.S. Census Bureau's 2006 population estimate for the City is 472,494. At the time of the 2000 Census, Long Beach had a population of 461,522, which was 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 will inhabit the City of Long Beach by 2010.

- a. Would the project induce substantial population growth in an area, either directly or indirectly?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would involve the removal of two existing single-family homes, utilized as church offices, and the development of a new, larger church facility. The project would have no impact upon population growth. There would be no impact.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would not displace any existing housing, nor do any people reside on the project site. The two existing residential structures are used as church offices. There would be no impact.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

Please see XIII (b) above for explanation.

### **XIII. PUBLIC SERVICES**

Fire protection would be provided by the Long Beach Fire Department. The Department has 23 stations in the City. The Department is divided into bureaus of Fire Prevention, Fire Suppression, the 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.

Police protection would be provided by the Long Beach Police Department. The Department is divided into bureaus of Administration, Investigation, and Patrol. The City is divided into four Patrol Divisions: East, West, North and South.

The City of Long Beach is served by the Long Beach Unified School District, which also serves the City of Signal Hill and a large portion of the City of Lakewood. The District has been operating at or over capacity during the past decade.

**Would the proposed 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project would be the expansion of a church and private day school on a site where the church is already an established entity. The entire project would be plan checked and inspected by the Fire Department to ensure compliance with all applicable Fire code requirements. As a result, the proposed project would not be expected to have an adverse impact upon Fire services.

**b. Police protection?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project would be served by the Police Department's West Division. During review of the proposed project, the Police Department provided written input to the applicant regarding defensible design, security lighting, locks, and other related issues. The proposed project would not be anticipated to have an adverse impact upon Police services.

**c. Schools?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would not involve the development of new residential units that would house residents who would need to utilize the school system. There would be no impact to the City's schools as a result of the project.

**d. Parks?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would not involve the development of new residential units that would house residents who would frequent the park system. There would be no impact to the City's parks as a result of the project.

**e. Other public facilities?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

No other impacts have been identified that would require the provision of new or physically altered governmental facilities.

**XIV. 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

As stated in XIV(d), the proposed project would not involve the development of new residential units that would house residents who would frequent the park system. There would be no impact to the City's parks as a result of the project.

**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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project would be the expansion of a church and private day school. The school would be required to provide the State-mandated indoor and outdoor square footage per student. The project would not be anticipated to have a significant impact and would not require the construction or expansion of any facilities that would have an adverse physical effect upon the environment.

**XV. TRANSPORTATION/TRAFFIC**

Since 1980, Long Beach has experienced significant growth. This growth is expected to continue into the future. Inevitably, growth will generate additional demand for travel. Without proper planning and necessary transportation improvements, this increase in

travel demand 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)?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project could result in the church having more members and visitors than it does at the present time. However, the new facility would be anticipated to be able to accommodate the increase. The project site is located on a corridor that can accommodate the expected volumes of the proposed project. The increased impact would be expected to be less than significant.

- 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?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project would be expected to result in a volume of trips that would exceed the capabilities of the surrounding streets and intersections. The impact would be anticipated to be less than significant.

- 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?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would have no impact upon air traffic patterns and would be unrelated to air traffic in general.

- 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)?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

Access to the proposed project would be from Magnolia Avenue and 33<sup>rd</sup> Street, where access is currently located. With regard to design features and hazards, Zoning staff and the City's Traffic Engineer would work in consort with the applicant to resolve any design issues relating to access prior to the issuance of building permits to ensure that any impact would be less than significant.

**e. Would the project result in inadequate emergency access?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

Vehicular access to the project site would remain the same off of Magnolia Avenue and 33<sup>rd</sup> Street. During preliminary review and plan check, the Fire Department and Police Department would give input into the floor plans and the vehicular and pedestrian accesses for the proposed project. With the incorporation of their input, the project would not be expected to result in inadequate emergency access.

**f. Would the project result in inadequate parking capacity?**

☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☐ No Impact

According to the final Parking Analysis prepared by Iteris, Inc. for the proposed project, dated July 11, 2008, the project will provide enough parking to accommodate the expansion of the church. Quoting from the summary of the Study:

*"The projected future parking demand for all but a peak Sunday can be provided through a combination of facilities including the 62-space on-site lot remaining after construction, the 212 spaces garage at Laser Fische, and up to 114 parking spaces at the Salvation Army lot. For the peak Sunday, the church will need to add about another 100 off-site parking spaces. With the 566 total contracted spaces off-site, the church will have more than enough spaces to accommodate even peak demand periods."*

In addition to the LaserFishe parking structure and the Salvation Army lot, the church would utilize spaces at Sunny Hills Palladium (125 spaces), the American

Institute of Health Science (45 spaces) and the Carpenters Union Hall Local 630 (70 spaces) through established parking agreements.

As for the parking demand on weeknights for bible school and miscellaneous services, the church would utilize the Laserfische parking lot, as agreed in the lease, from 6:00 p.m. to 9:00 p.m.

The parking analysis is included as an attachment to this document. The following mitigation measure is included to ensure that an adequate number of parking spaces will be available at all times for the project, and that the project will not result in any adverse impacts:

**XV-1** The project shall incorporate all recommendations found in the final parking study prepared by Iteris Inc. (dated July 11, 2008). The parking study states that the peak demand is projected at 386 spaces on Sunday and 96 spaces on Wednesday evening. The church shall have contracts leasing a total number of these spaces at all times at the following off-site facilities:

- Laserfische at 3545 Long Beach Boulevard
- Carpenter's Union at 341 East Wardlow
- Sunny Hills Paladium at 4300 Long Beach Boulevard
- American Institute of Health Science at 3501 Atlantic Avenue
- Salvation Army (if the applicant wishes to bring the lot to conform with code) at 455 East Spring Street

The removal, replacement or addition of any parking facility shall be subject to the approval of the Director of Development Services.

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

- |   |   |  |                                    |
|---|---|--|------------------------------------|
| <input type="checkbox"/> Potentially<br>Significant<br>Impact | <input type="checkbox"/> Less Than<br>Significant with<br>Mitigation<br>Incorporation | <input checked="" type="checkbox"/> Less Than<br>Significant<br>Impact | <input type="checkbox"/> No Impact |
|---|---|--|------------------------------------|

The project site is located on Magnolia Avenue and south of Wardlow Avenue, two corridors that are both public transit routes. The project would not be anticipated to interfere with public transit and would be encouraged to provide a location on site for people to lock and store their bicycles. As a private development, the project would not be expected to conflict with any adopted policies related to any alternative forms of transportation.

**XVI. UTILITIES AND SERVICE SYSTEMS**

**a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**b. Would the project 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**c. Would the project 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**d. Would the project have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**e. Would the project 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

**g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

For a, b, c, d, e, f and g—The proposed project would not be expected to place an undue burden on any utility or service system. The project would be developed on a site where a private school is already established in an urbanized setting with all utilities and services in place. Such development was taken into account when the surrounding utility and service systems were planned. With regard to (g), the proposed project would be required to comply with all statutes and regulations related to solid waste.

**XVII. 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?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project would be located within an established urbanized area. The project would not be expected to have an impact upon any fish species. The removal of existing landscaping would have a temporary effect upon wildlife species that might nest on the project site. After construction of the new development, the landscape plan would be implemented, creating new nesting opportunities for wildlife species. Overall, a less than significant impact would be anticipated.

**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)?**

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☒ Less Than Significant Impact      ☐ No Impact

The proposed project would be the expansion of a church and private school. The project would serve an existing and growing congregation. The project would not be anticipated to have impacts that would have a cumulative considerable effect upon the environment.

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

- ☐ Potentially Significant Impact      ☐ Less Than Significant with Mitigation Incorporation      ☐ Less Than Significant Impact      ☒ No Impact

The proposed project would not produce environmental effects that would cause substantial adverse effects to human life. There would be no impact.

**LIST OF PEOPLE CONSULTED:**

Jill Griffiths, Advance Planning Officer  
Dave Roseman, Traffic and Transportation Bureau  
Jan Ostashay, Historic Preservation Officer

**REFERENCES:**

State of California Environmental Quality Act Guidelines  
City of Long Beach General Plan Land Use Element  
City of Long Beach General Plan Seismic Safety Element  
City of Long Beach Municipal Code  
Parking Study For Pacific Baptist Church In The City of Long Beach, July 11, 2008,  
prepared by Iteris, Inc.  
A History and Significance Study of 3300 and 3320 Magnolia Avenue In the City of Long  
Beach, October 19, 2007, prepared by Tim Gregory

**ATTACHMENTS:**

- A. Site Map
- B. Site Plan, Floor Plan, Elevation
- C. Parking Study For Pacific Baptist Church In The City of Long Beach, July 11,  
2008, prepared by Iteris, Inc.
- D. A History and Significance Study of 3300 and 3320 Magnolia Avenue In the City  
of Long Beach, October 19, 2007, prepared by Tim Gregory

**MITIGATION MONITORING PLAN  
MITIGATED NEGATIVE DECLARATION ND 08-08  
Pacific Baptist Church  
3332 Magnolia Avenue**

**I. AESTHETICS**

- I-1** Prior to the issuance of any demolition permits, the applicant shall prepare a "Construction Staging and Management Plan" to be approved by the Director of Development Services or their designee. The Plan shall indicate:

- Entry and exit points for construction employees
- Parking for construction employees
- Temporary construction office location
- Construction equipment staging area
- Demolition materials storage area
- Construction materials storage area
- Screening for the project site and all storage and staging areas (temporary fencing with opaque material)

Details of the Construction Staging and Management Plan shall be included on all final grading and construction plans.

**TIMING:** During all phases of construction of the project.

**ENFORCEMENT:** Building Bureau

**III. AIR QUALITY**

- III-1** As required by South Coast Air Quality Management District Rule 403-Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. The measures shall be printed on the project plans. They include the following:

- a. Application of soil stabilizers to inactive construction areas.
- b. Quick replacement of ground cover in disturbed areas (as applicable).
- c. Watering of exposed surfaces twice daily.
- d. Watering of all unpaved haul roads three times daily.
- e. Covering all stock piles with tarp.
- f. Reduction of vehicle speed on unpaved roads.
- g. Post sign on-site limiting traffic to 15 miles per hour or less.
- h. Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads.

- i. Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas.

**TIMING:** During all phases of construction of the project.

**ENFORCEMENT:** Building Bureau

## **VI. CULTURAL RESOURCES**

- V-1** Prior to the issuance of any demolition permits, every attempt should be made by the applicant to relocate the structure at 3320 Magnolia Avenue prior to the implementation of any type of grading and/or construction activities. Such relocation efforts should be orchestrated with the City's Historic Preservation Officer. If relocation of the property is proven to be infeasible, then recordation of the resource, consisting of a comprehensively completed State Inventory Form (DPR 523 form) and photographs, shall be undertaken by the applicant prior to its removal from its current location. The recordation document shall be submitted to the Historic Preservation Officer for review and filing.

**TIMING:** Prior to demolition of the site.

**ENFORCEMENT:** Planning Bureau

## **XII. NOISE**

- XII-1** Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

<b>Weekdays</b>	7:00am to 7:00pm	<b>Sundays</b>	No work permitted
<b>Saturdays</b>	9:00am to 6:00pm	<b>Holidays</b>	No work permitted.

The only exception shall be if the Building Official gives authorization for emergency work at the project site.

**TIMING:** During all phases of construction of the project.

**ENFORCEMENT:** Building Bureau

## **XV. TRANSPORTATION/TRAFFIC**

- XV-1** The project shall incorporate all recommendations found in the final parking study prepared by Iteris Inc. (dated July 11, 2008). The parking study states that the peak demand is projected at 386 spaces on Sunday

and 96 spaces on Wednesday evening. The church shall have contracts leasing a total number of these spaces at all times at the following off-site facilities:

- Laserfische at 3545 Long Beach Boulevard
- Carpenter's Union at 341 East Wardlow
- Sunny Hills Paladium at 4300 Long Beach Boulevard
- American Institute of Health Science at 3501 Atlantic Avenue
- Salvation Army (if the applicant wishes to bring the lot to conform with code) at 455 East Spring Street

The removal, replacement or addition of any parking facility shall be subject to the approval of the Director of Development Services.

TIMING: During ongoing operation of the church and private school.

ENFORCEMENT: Planning Bureau

# FINDINGS

Application No. 0711-16  
December 16, 2008

## SITE PLAN REVIEW FINDINGS

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

The new building is designed to accommodate a larger sanctuary, providing a greater community presence. The style of the building is a classic church style that uses window patterns and structural elements to evoke religious themes. While staff believes the design has continually improved, additional modifications to the size and pattern of the windows could improve the public facades of the building. A condition has been added to ensure the project provides larger, varied size windows to break down the mass in the building. This final design must be approved by the Director of Development services.

Staff feels the design is harmonious and compatible with the character and scale of the neighboring structures and community.

- 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;**

No special design guidelines exist for the project site

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

The design necessitates the removal of several trees. This is mitigated by new landscaping along 33<sup>rd</sup> and Magnolia, as well as additional trees in the proposed parking lot.

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

The applicant shall provide for new curb, curb gutter, and sidewalk sections adjacent to the project site as incorporated in Condition of Approval #43.

- E. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64**

The transportation demand and trip reduction measures have been incorporated as Condition of Approval #17.

**STANDARDS VARIANCE FINDINGS**

**A. THE SITE OR THE IMPROVEMENTS ON THE SITE ARE PHYSICALLY UNIQUE WHEN COMPARED TO OTHER SITES IN THE SAME ZONE;**

The subject site is located in the Institutional Zone. In the Institutional zone the maximum height limit is 30 feet, but this site is located in a height overlay zone of 25 feet. The surrounding buildings, the properties to the north and east, are both three stories, 38 feet-tall buildings. The proposed project consists of a new church building with a height of 28 feet and a steeple height of 59 feet to match the existing steeple on the site.

**B. THE UNIQUE SITUATION CAUSES THE APPLICANT TO EXPERIENCE HARDSHIP THAT DEPRIVES THE APPLICANT OF A SUBSTANTIAL RIGHT TO USE OF THE PROPERTY AS OTHER PROPERTIES IN THE SAME ZONE ARE USED AND WILL NOT CONSTITUTE A GRANT OF SPECIAL PRIVILEGE INCONSISTENT WITH LIMITATIONS IMPOSED ON SIMILARLY ZONED PROPERTIES OR INCONSISTENT WITH THE PURPOSE OF THE ZONING REGULATIONS;**

The proposed project is a two-story church with a building height of 28 feet and a steeple height of 59 feet. The site is currently zoned Institutional, which allows for a 30 feet height limit, but is also in an height overlay zone to restrict the height to 25 feet. The applicant originally proposed a 30-foot height limit but has worked with Staff to lower the building an additional 2 feet. The height of the existing church building is currently 28 feet, 6 inches to the north sloping down to 26 feet to the south. The proposed building is a two-story church with a large sanctuary, gymnasium and a number of offices, nurseries and classrooms. Gymnasiums are typically 25 feet in height and the 28 feet building would allow for a parapet to wrap around the top, screening all of the mechanical equipment necessary for its operations. In order for the church to function at its capacity, the church is requesting a height variance for 28 feet instead of the required 25 feet. The church is also requesting a height variance for the steeple, a small section of the building, located at the southwest corner of the building. The steeple is to match the height of the steeple on the existing building and is also an important design feature for a church.

**C. THE VARIANCE WILL NOT CAUSE SUBSTANTIAL ADVERSE EFFECTS UPON THE COMMUNITY; AND**

The variance will not cause adverse effect upon the community. The project would allow for a new two-story church building at the corner of Magnolia Avenue and 33<sup>rd</sup> Street. The surrounding buildings to the north and east are both three story, 38 feet buildings. Staff feels the requested variance does not have an adverse effect on the community and does not seem out of place for the neighborhood since many adjacent buildings on the block are similar heights.

**D. IN THE COASTAL ZONE, THE VARIANCE WILL CARRY OUT THE LOCAL COASTAL PROGRAM AND WILL NOT INTERFERE WITH PHYSICAL, VISUAL AND PSYCHOLOGICAL ASPECTS OF ACCESS TO OR ALONG THE COAST.**

The subject site is not located in the Coastal Zone.

**SITE PLAN REVIEW AND STANDARDS VARIANCE  
CONDITIONS OF APPROVAL**

**3332 Magnolia Avenue**

**No. 0711-16**

**December 16, 2008**

1. This permit and all development rights hereunder shall terminate one year from the effective 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 Institutional Zone, shall be a 45,101 square foot church building with 62 on-site parking spaces.
3. This permit 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).

**Special Conditions:**

4. The code exceptions approved for this project are as follows:
  - A height of 28' for the building measured from the top of the curb to the top of the parapet (instead of the required 25')
  - A height of 59' for the steeple measured from the top of the curb to the top of the steeple (instead of the required 25')
5. The applicant shall maintain access to off-site parking lots (a minimum of 386 spaces total as indicated in the parking study) as long as the church and private day school use remains in operation. Shuttle service shall be provided for any parking spaces not located within a quarter of a mile from the church. The applicant shall notify the City prior to a discontinuance or change to a parking agreement with any of the parking areas at least 60 days prior to such discontinuance or change and that the applicant shall provide alternative parking arrangements or a modification to the operation in order to ameliorate such continuance or change.
6. After completion of the project, periodic inspection shall be conducted by the Planning Bureau to evaluate the parking demand due to any growth in membership of the church. As needed, lease agreements and shuttle plans shall be provided for the increase in membership, with a maximum of 532 spaces as required by code.

7. Before the use of the Salvation Army lot located at 455 East Spring Street, the lot shall be improved with pavement, landscape and lighting as required by Chapter 21.41 of the Zoning Ordinance.
8. The shuttle buses shall be stored off-site when not in use. During the week, the shuttle buses shall be stored at The Christian Life Church located at 3400 Pacific Avenue. On weekends, the buses shall be stored at Sunny Hills Palladium located at 4300 Long Beach Boulevard. Any changes to the location of the shuttle buses shall require approval to the satisfaction of the Director of Development Services.
9. No student attending the private K-12 school shall drive themselves to school.
10. Prior to the issuance of a building Permit, the storage trailers on the north side of the property shall be removed.
11. Prior to church services, the applicant shall provide parking monitors in the vicinity of the church to ensure there is no parking related to the church on the street. If problems arise, the Director of Development Services has authority to implement additional measures, including but not limited to the suspension of any church services which would require more parking than the on-site spaces provided.
12. The private K-12 school shall be limited to eleven classrooms and the college courses limited to four classrooms, unless adequate parking can be provided off-site, subject to the approval from the Director of Development Services.
13. Prior to approval of any plans for expansion to the church, a reanalysis of the parking plan shall be conducted.
14. Prior to the issuance of a building permit, a lot tie shall be recorded for the two parcels the church proposes to be constructed on.
15. Prior to the issuance of a building permit, the applicant shall provide the following to the satisfaction of the Director of Development Services to enhance the architecture:
  - Varied window sizes and pattern to break down the mass in the building and to allow for light and air to permeate through the building
  - Material and color call-outs on elevations to ensure the correlation with the existing building to the approval of the Director of Development Services
  - Foam shall be prohibited as a material
  - Entry doors on Magnolia and 33<sup>rd</sup> Street shall be primarily glass
  - Elevations correspond to the floor plans and receive approval from the Director of Development Services

16. 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 Director of Development Services.
17. The applicant shall provide the following to the satisfaction of the Director of Development Services:
  - A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but not limited to the following:
    - a) Current maps, routes and schedules for public transit routes serving the site;
    - b) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
    - c) Ridesharing promotional material supplied by commuter-oriented organizations;
    - d) Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
    - e) A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
18. After issuance of Certificate of Occupancy for the new 45,101 square foot church building, the operator shall prohibit the use of any church services in the existing building.
19. No events shall occur simultaneously in the gymnasium during school hours or Sunday church services.
20. All existing street trees on Magnolia and 33<sup>rd</sup> Street shall be noted on the landscaping plans and shall be protected and maintained.
21. Signage shall be placed on-site to direct parishioners and guests to off-site parking lots. Also, signage shall be required at each off-site parking lot identifying it as church parking during the hours it serves the church.
22. Two loading/unloading spaces shall be provided on Magnolia Avenue to the satisfaction of the Director of Public Works. These spaces shall be used for the drop-off and pick-up for the private day school as well as all church services.

23. Prior to the issuance of a building permit, the applicant must submit complete landscape and irrigation plans for the approval of the Director of Development Services and Fire Department. The landscaping plan shall include drought tolerant street trees to be installed consistent with the specifications of the Street Tree Division of the Department of Public Works. Approved root guards shall be provided for all street trees. The landscaping plans shall also include one tree for each four (4) required parking spaces. The trees may be clustered, but a minimum of one cluster for each one hundred feet (100') of parking row or double row shall be provided. Trees shall be of a species that provides a broad canopy.
24. The applicant shall provide revised elevation plans to break down the mass of the building at the stairway location on 33<sup>rd</sup> Street to the satisfaction of the Director of Development Services.
25. Tall, lush landscaping shall be provided on 33<sup>rd</sup> Street to help mask the building to the satisfaction of the Director of Development Services.
26. A bike rack shall be provided on site.
27. Use of the existing shuttle buses shall be phased out within two years of project completion. All new shuttle buses shall not be diesel powered.

**Mitigation Measures:**

28. Prior to the issuance of any demolition permits, the applicant shall prepare a "Construction Staging and Management Plan" to be approved by the Director of Development Services or designee. The Plan shall indicate:
  - Entry and exit points for construction employees
  - Parking for construction employees
  - Temporary construction office location
  - Construction equipment staging area
  - Demolition materials storage area
  - Construction materials storage area
  - Screening for the project site and all storage and staging areas (temporary fencing with opaque material)
29. As required by South Coast Air Quality Management District Rule 403-Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. The measures shall be printed on the project plans. They include the following:
  - a. Application of soil stabilizers to inactive construction areas.
  - b. Quick replacement of ground cover in disturbed areas (as applicable).
  - c. Watering of exposed surfaces twice daily.

- d. Watering of all unpaved haul roads three times daily.
  - e. Covering all stock piles with tarp.
  - f. Reduction of vehicle speed on unpaved roads.
  - g. Post sign on-site limiting traffic to 15 miles per hour or less.
  - h. Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads.
  - i. Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas.
30. Prior to the issuance of any demolition permits, every attempt should be made by the applicant to relocate the structure at 3320 Magnolia Avenue prior to the implementation of any type of grading and/or construction activities. Such relocation efforts should be orchestrated with the City's Historic Preservation Officer. If relocation of the property is proven to be infeasible, then recordation of the resource, consisting of a comprehensively completed State Inventory Form (DPR 523 form) and photographs, shall be undertaken by the applicant prior to its removal from its current location. The recordation document shall be submitted to the Historic Preservation Officer for review and filing.
31. Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:
- |                  |                  |                 |                    |
|------------------|------------------|-----------------|--------------------|
| <b>Weekdays</b>  | 7:00am to 7:00pm | <b>Sundays</b>  | No work permitted  |
| <b>Saturdays</b> | 9:00am to 6:00pm | <b>Holidays</b> | No work permitted. |
- The only exception shall be if the Building Official gives authorization for emergency work at the project site.
32. The project shall incorporate all recommendations found in the final parking study prepared by Iteris Inc. (dated July 11, 2008). The parking study states that the peak demand is projected at 386 spaces on Sunday and 96 spaces on Wednesday evening. The church shall have contracts leasing a total number of these spaces at all times at the following off-site facilities:
- Laserfische at 3545 Long Beach Boulevard
  - Carpenter's Union at 341 East Wardlow
  - Sunny Hills Paladium at 4300 Long Beach Boulevard
  - American Institute of Health Science at 3501 Atlantic Avenue
  - Salvation Army (if the applicant wishes to bring the lot to conform with code) at 455 East Spring Street

**Standard Conditions:**

33. 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.

34. 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 that are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
35. 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).
36. All conditions of approval must be printed verbatim on all plans submitted for plan review to Long Beach Development Services. These conditions must be printed on the site plan or a subsequent reference page.
37. 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 and/or the Planning Commission. No substantial changes shall be made without prior written approval of the Site Plan Review Committee and/or the Planning Commission.
38. The Director of Development Services 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 Zoning Administrator or Planning Commission, respectively.
39. Any off-site improvements found to be damaged as a result of construction activities related to this project shall be replaced to the satisfaction of the Director of Public Works.
40. A permit from the Department of Public Works shall be required for any work to be performed in or over the public right-of-way.
41. All landscaped areas must be maintained in a neat and healthy condition. Any dying or dead plants 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 the City Council.

42. Where feasible, all landscaped areas shall be planted with drought tolerant plant materials. All landscaped areas shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.
43. Site development, including landscaping, shall conform to the approved plans on file with Long Beach Development Services. 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.
44. 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).
45. Any graffiti found on site must be removed within 24 hours of its appearance.
46. The operator of the approved use shall prevent loitering in all parking and landscaping areas serving the use during and after hours of operation. The operator must clean the parking and landscaping areas of trash debris on a daily basis. Failure to do so shall be grounds for permit revocation. If loitering problems develop, the Director of Long Beach Development Services may require additional preventative measures such as but not limited to, additional lighting or private security guards.
47. Energy conserving equipment, lighting, and construction features shall be utilized in this project.
48. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for review and approval prior to the issuance of a building permit.
49. Prior to the issuance of a building permit, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Police Department for their determination of compliance with Police Department security recommendations. For more information, contact Cpl. Erickson at (562) 570-7448.
50. 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.

51. Separate building permits are required for fences, retaining walls, flagpoles, and pole mounted yard lighting foundations.
52. The applicant shall complete the following requirements to the satisfaction of the Director of Public Works:

**GENERAL REQUIREMENTS**

- a. Prior to the start of any on-site/off-site construction, the Developer shall submit a construction plan for pedestrian protection, street lane closures, construction staging, shoring excavations and the routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.).

**PUBLIC RIGHT-OF-WAY**

- b. The Developer shall relocate the sewer line out of the footprint of the proposed building structure, and apply for and pay the costs of quitclaiming the old easement and dedicating a new one, to the satisfaction of the Director of Public Works and the Water Department. Application for these right-of-way changes shall be made to the Construction Services Office of the Department of Public Works.
- c. The Developer shall reconstruct the curb ramp at the intersection of Magnolia Avenue and 33<sup>rd</sup> Street adjacent to the project site as a Type A curb ramp, and dedicate a corner cut-off to provide ADA required sidewalk space.
- d. The Developer shall construct all off-site improvements needed to provide full ADA accessibility compliance within the adjacent public right-of-way to the satisfaction of the Director of Public Works. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, the right-of-way dedication way shall be provided.

**ENGINEERING BUREAU**

- e. The Developer shall be responsible for the maintenance of the off-site improvements during construction of the on-site improvements. All off-site improvements found damaged as a result of construction activities shall be reconstructed or replaced by the Developer to the satisfaction of the Director of Public Works.
- f. The Developer shall remove unused driveways and replace with full-height curb, curb gutter and sidewalk to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland cement concrete. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Contact the Traffic and Transportation Bureau at (562) 570-6331 to request additional information regarding driveway construction requirements.
- g. The Developer shall provide for new curb, curb gutter, and sidewalk sections adjacent to the project site, along West 33<sup>rd</sup> Street. Improvements shall correct the miss-aligned curb sections and repair uplifted/depressed sidewalk sections to the satisfaction of the Director of Public Works. Improvements shall be constructed with Portland cement concrete.
- h. The Developer shall repair the uplifted sidewalk section in the parkway on Magnolia

Avenue, adjacent to the project site to the satisfaction of the Director of Public Works.

- i. The Developer shall submit grading plan with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes for review and approval by the Director of Planning and Building Services and the Director of Public Works prior to approval of the map and/or release of any building permit.
- j. Prior to approving an engineering plan, all projects greater than 1 acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the applicant must submit a copy of the letter from the State Water Resource Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the developer or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit or wish to obtain an application, please call the State Regional Board Office at (213) 266-7500 or visit their website for complete instructions at [www.waterboards.ca.gov/stormwtr/construction.html](http://www.waterboards.ca.gov/stormwtr/construction.html) Left-click on the Construction General Permit 99-08-DWQ link.
- k. The Developer shall submit a drainage plan for approval by Public Works prior to issuance of a building permit.
- l. Public improvements shall be constructed in accordance with approved plans. Detailed off-site improvement plans shall be submitted to the Department of Public Works for review and approval.

#### **TRAFFIC & TRANSPORTATION BUREAU**

- m. Traffic Engineering Division has reviewed the submitted parking demand and operation study for the proposed project at Pacific Baptist Church, located at 3332 Magnolia Avenue. We would be comfortable supporting a variance for a reduction in code-required parking only if the development was conditioned with a contingency parking management plan in the event that neighborhood-parking impacts arise from future unanticipated parking demand that exceeds available supply. A contingency parking management plan could include parking demand management strategies, provision of new parking spaces, or the implementation of neighborhood parking management measures. The conditions we are requiring are as follows:
  - n.1 STEP 1: Based on neighborhood parking complaints initiated by residents, the City Traffic Engineer can require the developer to initiate an investigation into the matter to determine if steps can be taken to address the parking concern. The findings of the investigation and a description of any proposed actions to mitigate the problem must be summarized in a report, which is to be submitted to the City Traffic Engineer.
  - n.2 STEP 2: Should step one not resolve the neighborhood parking concerns, the City Traffic Engineer can require the developer to retain a registered traffic engineer to conduct a formal parking study to document the extent of the neighborhood parking impacts, organize a community meeting or meetings on the issue or issues, and develop a parking management plan to address the documented problem to the satisfaction of City Traffic Engineer.

- n.3 STEP 3: Should step two not resolve the documented neighborhood parking impacts, the City Traffic Engineer can require the implementation of neighborhood protection measures that could include such elements as: the construction or provision of additional parking to meet Code requirements, or other measures. Should the neighbors choose to pursue a preferential parking district to address the issue, the City Traffic Engineer may require that the developer reimburse the City for its costs in implementing the district and provide funds to the residents of the district for the issuance of free permits.
  - n. The Developer shall salvage and reinstall all traffic signs that require temporary removal to accommodate new construction within the public right-of-way. All traffic signs shall be reinstalled to the satisfaction of the City Traffic Engineer.
  - o. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.
  - p. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
  - q. All traffic control device installations, including pavement markings within the private parking lot, shall be installed in accordance with the provisions of the Manual On Uniform Traffic Control Devices (MUTCD), 2003 edition (i.e., white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).
  - r. The Developer shall contact the Traffic & Transportation Bureau, at (562) 570-6331, to modify the existing curb marking zones, adjacent to the site.
53. 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.
54. 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
55. All required utility easements shall be provided to the satisfaction of the concerned department, agency, or utility company.
56. 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.

October 21, 2008

City of Long Beach City Council

Council Members

I am writing to appeal the Planning Commission's decision to approve the Site Plan Review and Standards Variance and certify the Negative Declaration for the proposed expansion of the Pacific Baptist Church located at 3332 Magnolia Avenue. At two meetings with representatives of Pacific Baptist Church I joined with other members of our neighborhood to express concern regarding the scope of the proposed expansion. Church representatives promised to address our concerns, however, their revised plan has been released and does not offer any substantive changes. There are several reasons why many Wrigley residents oppose such a large expansion of the current church. The planned expansion will roughly triple the footprint of church structures. Current church buildings total approximately 18,000 square feet, with a proposed expansion to around 45,000 square feet. The church is already a significant source of traffic in a primarily residential neighborhood. Due to a lack of parking members must either use neighborhood on street parking, or be shuttled in by bus. The resultant bus traffic degrades our already sub-standard air quality along with increasing noise and congestion in what should be a tranquil residential neighborhood. The church representatives have detailed off site parking facilities, but none of these are deed restricted. It also is a fact that, even before this proposed major expansion, the church is making illegal use of MTA parking along Pacific Avenue. It is hard to believe that a three-fold expansion will somehow alleviate an existing lack of parking. The Negative Declaration does not include parking for the roughly 650 seat gym, and the college parking is under calculated at a high school rate. There are other parking omissions in the Negative Declaration, and no provision has been made for on-site loading and unloading. This expansion will necessitate an increase in busing, with a resulting increase in pollution, noise, congestion, and roadway degradation. We also have concerns about neighborhood impact from daily church activities. The church runs both a K through 12 school and a college without sufficient on-site parking, and the proposed expansion eliminates some on site spaces. As these are week day activities, there are no shuttles to address traffic and parking issues. It seems safe to assume that such a major expansion will result in an increase in the number and frequency of other weekday programs.

We also have concerns unrelated to traffic increases. The church as currently configured with well scaled buildings and significant green space provides an attractive gateway into the north Wrigley area. The proposed over height monolithic expansion will be completely out of scale for the area. Not only would much green space be eliminated, but many nearby residents would lose their views and access to cooling breezes. We feel that introducing a complex of this size, which is clearly intended to be a regional as opposed to neighborhood church, will have a serious negative impact on our neighborhood as a whole. All of the church representatives' vague (and unfulfilled) assurances of mitigation fail to recognize that the root cause of our opposition is that this project is simply too large for this site. As we have seen in the past, once ill advised projects are approved and built they are here to stay. For all of their promises to be good neighbors, the church hierarchy can not address what might replace them in such a large structure if, in response to future growth, they move on to an even larger facility. Thank you for taking the time to acquaint yourself with the concerns of many residents of Wrigley.

Respectfully,  
Mr and Mrs Mike Laquatra  
2926 Eucalyptus Ave



"Brophy & Candy"

10/08/2008 08:14 AM

To <jaime\_ustin@longbeach.gov>

cc

bcc

Subject Wrigely Residents' Opposition to Pacific Baptist Church

October 7, 2008

The Planning Commission  
The City of Long Beach  
333 West Ocean Blvd.  
Long Beach, CA 90802

Dear Planning Commissioners,

We are opposed to the expansion plan of Pacific Baptist Church located at 3332 Magnolia Avenue, four blocks from our residence. We believe the site is inadequate for the proposed use. The church's stated motivation is to expand for financial reasons.

We are saddened to learn the unsustainable "parking plan" – with no deed restrictions – calls for diesel-polluting shuttle busses commuting to a multitude of off-site lots adding noise, traffic, and congestion in this 7 day a week operation. In addition, we believe this burdens a neighborhood that is already documented to have some of the worst air quality, shortened lifespans, and the highest cancer rates in the country. We believe more of our neighbors should not die from breathing toxic air caused, in part, by bad planning decisions. We are requesting your help in 1) recommending the Pacific Baptist Church plan be significantly scaled back to a fraction of its current size and 2) mandating on-site parking so the community's health, safety, welfare, and quality of life are not negatively impacted.

Unfortunately, we believe the church/school/college's expansion plan – an almost 600% increase in seating alone – does more than severely and negatively impact our quality of life and lifespans, it also contributes to the hideous McMansionization of Magnolia Ave. in Wrigley. We have witnessed other "big box type" oversized churches built on inadequate lots throughout Long Beach neighborhoods, and feel these edifices significantly detract from their once charming neighborhoods. As such, we are also requesting the height of the structure and the variance be denied. Last but not least, we are very concerned about the loss of the historical homes on this site, the gateway to our neighborhood, and feel they should be preserved.

Thank you for the your consideration. We appreciate the opportunity to provide input on this project.

Sincerely,

Candace Mead and Brophy Dale



# CITY OF LONG BEACH

DEPARTMENT OF CITY CLERK

333 West Ocean Boulevard • Long Beach, California 90802 • (562) 570-6101 • FAX (562) 570-6789

## NOTICE OF PUBLIC HEARING

This is to inform the general public that the City of Long Beach City Council will consider an appeal of a Planning Commission decision to: 1) Certify Mitigated Negative Declaration (No. 08-08); 2) Approve Site Plan Review and a Standards Variance for the property located at 3332 Magnolia Avenue for the purpose of allowing the development of a 45,101-square-foot, two-story church.

**Project Title:** Pacific Baptist Church Expansion

**Project Description:** The construction of a 45,101-square-foot, two-story church consisting of a sanctuary, classrooms, nurseries, offices and gymnasium.

**Project Location:** 3332 Magnolia Avenue (Council District 7)

**Hearing Date:** December 16, 2008 at 5:00 PM (City Council Meeting)

**Project Appellants:** Candace Mead, Brophy Dale and Mr. and Mrs. Mike Laquatra

**Hearing Location:** City Council Chamber  
City of Long Beach  
333 W. Ocean Boulevard, Long Beach, California

A City Council report will be available for your review on or about December 8, 2008. This report may be viewed on the City website at [www.longbeach.gov](http://www.longbeach.gov).

If you have detailed questions about this notice or would like to determine if a hearing date was postponed or continued, please contact Jaime Ustin, Planner, at 562-570-6004.

At the above time and place anyone interested will be heard and all written testimony will be considered.

**Note:** If you challenge the action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or issues raised via written correspondence delivered to the City Clerk Department at or prior to the public hearing.

*also many of the neighbors  
are sick and very aged*  
Larry G. Herrera  
City Clerk

Dated: December 3, 2008

Prepared by: Jaime Ustin

3333 Pacific Place  
L.B. 90806

*Their crowding every  
body else out. That their's  
the parking problem.  
The effect is to great a density*

**Re: Support of Appellant to the Pacific Baptist Church expansion (at 3332 Magnolia Avenue) planning commission decision**

Dear Mayor and City Councilmembers:

We at Wrigley is Going Green, a grassroots neighborhood environmental organization, feel that the above project in it's current configuration is too large and not sustainable for the community. The existing church was small in scale for a reason, it was always meant to be a neighborhood church serving those living in the immediate community. See the attached photos of the church in the neighborhood.

At the planning commission meeting we heard many reasons why the church is good for the neighborhood and therefore should be allowed to expand. These reasons do not address the negative environmental impact a project of this size, that is allowed to have minimal parking on site, will have on the surrounding neighborhood.

Since it is now being allowed to grow from a local neighborhood church to a commuter church, the increase in diesel exhaust in the already overextended "diesel death zone" will be an unfortunate by-product of this expansion as well as the increased noise pollution that it will entail. The hearts and lungs of this areas residents should not have to be exposed to more.

The church already has shown a disregard for the neighborhood by using its buses on our small streets when they could be using the major thoroughfares such as Willow. One of our members has had direct contact with the church on this matter and yet it still occurs even to this day.

Can an environmental impact report be required before the project proceeds?

Being an organization that saves and plants trees, we are also concerned that the mature trees surrounding the building will be removed due to construction. The church's plan is to replace these trees with palm trees which is not beneficial to the air quality nor will they provide any shade to the neighborhood. We suggest having the church replace the existing trees with large mature trees that will develop a canopy that will also visually reduce the massive size of the proposed building. See attached photos.

Another concern is the prospect that the current church is next on the chopping block, they have stated that once they finish this project, they plan to remove that one as well. Any chance of this beautiful site being there for the next generation is gone and so is it's history. The Church has recently done a superb job of upgrading the original church building. As it stands now the church is in scale with the neighborhood and is visually appealing.

This church has moved many times, as it has expanded through the years, so there is no guarantee that they won't move again and then this quaint community will be left with an oversized structure with insufficient parking.

Please take into consideration our concerns before you approve the project. Our preference is that you have the project minimized in scale so it can continue to fit within the surrounding community.

Sincerely,  
Mauna Eichner  
Lee Fukui  
Lisa Wibroe



**Wrigley is Going Green!**

**[wrigleyisgoinggreen@hotmail.com](mailto:wrigleyisgoinggreen@hotmail.com)**





