

CITY OF LONG BEACH

DEPARTMENT OF PLANNING AND BUILDING

CH-1

333 W. Ocean Boulevard

Long Beach, California 90802

562-570-6194 FAX 562-570-6068

January 8, 2008

HONORABLE MAYOR AND CITY COUNCIL City of Long Beach California

RECOMMENDATION:

Receive the supporting documentation into the record, conclude the public hearing dealing with Negative Declaration (ND 23-08), a Site Plan Review, a Conditional Use Permit and a Standards Variance to allow the construction of a 233-space parking garage with a setback of 10'-0" from Locust Avenue (instead of not less than 20'-0") at 3711 Long Beach Boulevard and either:

- 1). Overrule the appeal and sustain the decision of the City Planning Commission to not certify the Negative Declaration and deny the proposed project; or
- 2). Uphold the appeal, support the initial staff position, overrule the decision of the City Planning Commission, certify Negative Declaration (ND23-08) and approve the proposed project (Case No. 0606-08) (District 8).

BACKGROUND

This item was continued from the December 11, 2007 City Council meeting at the request of the applicant.

DISCUSSION

The subject property is a 63,640 (203'x313.5') square foot lot that is developed with a 118,918 square foot, 10-story commercial building, parking structure and surface parking lot. The property is a through lot with frontage on Long Beach Boulevard to the east and Locust Avenue to the west.

Currently, the property has a total of 273 parking spaces in the existing structure that is located adjacent to the building, and in the at-grade parking lot on the westerly portion of the lot. Based on the current parking requirements, the 118,918 square foot building would require 565 parking spaces. Therefore, from a code perspective, the site has a deficit of 292 spaces.

In addition, of the 273 existing parking spaces, 132 spaces are in tandem and 45 spaces are in triple-tandem (3-deep), all of which are non-conforming as the current parking code does not permit tandem parking for commercial uses. With the proposed addition and a reconfiguration, a total of 310 parking spaces will be in tandem, and there will be no triple-tandem. Therefore, only 96 of the 273 existing parking spaces comply with the parking standards. Combined with the parking deficit, the parking for this project is very inefficient, and the applicant has indicated that the owner of the building is unable to lease a large portion of the building due to the parking deficit.

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The proposal attempts to correct a number of deficiencies by providing a new 233-space, 2-story, 4-level (one subterranean level, two story levels and a roof deck level) parking structure and modification of the existing surface parking lot and existing structure. The changes will result in a net parking increase of 170 spaces for a total of 443 on-site parking spaces. In order to maximize the number of parking spaces, a Standards Variance is requested to allow the parking structure to be setback 10'-0" off Locust Avenue, instead of the required 20'-0". In addition to the parking structure, the applicant is also proposing to upgrade the existing building along Long Beach Boulevard.

Staff recommended approval of these requests based on the project's consistency with the Central Long Beach Design Guidelines and Strategic Plan to revitalize the Long Beach Boulevard Commercial Corridor. The additional parking will allow the applicant to activate the office tower thereby attracting additional tenants and improving the long-term viability of the property. The structure will be fully enclosed (except for the roof level) which will minimize the impact of vehicular noise, lights and odor on the adjacent properties. Conditions of approval including requiring a minimum 6' high parapet from the roof deck side of the structure and limiting hours of operation for the new parking structure also help to mitigate potential impacts.

The Planning Commission conducted an initial public hearing on September 6, 2007 (see Attachment 1), the Planning Commission heard testimony from four people who were concerned about the negative impact of allowing the commercial use to further encroach into the adjacent residential neighborhood, as well as the lack of current upkeep of the property. After consideration and testimony from the applicant that additional upgrades were being proposed for the existing office building that include entry, lobby and landscape improvements, a motion was made by Commissioner Stuhlbarg to certify the Negative Declaration and approve the project as submitted. The motion was seconded by Commissioner Greenberg, but no vote was taken. A substitute motion was made by Commissioner Jenkins to continue the project to allow the applicant to revise the plans to indicate all of the proposed improvements for the site. The motion was seconded by Commissioner Saumur and passed 4-2 with Commissioners Stuhlbarg and Gentile dissenting.

The second public hearing was conducted on October 18, 2007 (see Attachment 2). The applicant presented the proposed improvements, and testimony was heard from one additional person in opposition to the project. After consideration, Commissioner Smith made a motion to deny the proposal. The motion was seconded by Commissioner Gentile and the motion passed 4-1 with Commissioner Greenberg dissenting. The issues voiced by the majority of the Commissioners were that the concerns of the adjacent residential neighbors had not been sufficiently addressed and the project, as proposed, would negatively impact the adjacent residential neighborhood.

As there were no findings prepared to support a denial, staff was directed to prepare findings of denial based on Planning Commission comments. The findings were prepared and presented to the Planning Commission for adoption at its November 1, 2007 meeting (see Attachment 3). Commissioner Saumur made the motion to adopt the findings. Commissioner Gentile seconded the motion, which passed 4-0-1, with Commissioner Greenberg abstaining. The decision was appealed by the applicant and thus requires action by the City Council.

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ENVIRONMENTAL ANALYSIS

Negative Declaration 23-07 was prepared in conjunction with this project but was not certified by the Planning Commission. The Negative Declaration is attached for consideration.

Assistant City Attorney Michael J. Mais reviewed this report on November 28, 2007.

TIMING CONSIDERATIONS

The Long Beach Municipal Code requires an appeal of a Planning Commission action to be transmitted by the Department of Planning and Building for presentation to the City Council within 60 days.

FISCAL IMPACT

None.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted

CRAIG BECK

DIRECTOR OF PLANNING AND BUILDING

CB:GC:CB:jw

Attachments:

- 1. Planning Commission Staff Report and Minutes dated September 6, 2007 (including attachments)
- 2. Planning Commission Staff Report and Minutes dated October 18, 2007 (including attachments)
- 3. Planning Commission Staff Report dated November 1, 2007 (including attachments)
- 4. Plans and exhibits

APPROVED:

PATRICK H./WES' CITY MANAGER

CITY OF LONG BEA

DEPARTMENT OF PLANNING & BUILDING

333 W. Ocean Boulevard

Long Beach, CA 90802

(562) 570-6194

FAX (562) 570-6068

September 6, 2007

CHAIRMAN AND PLANNING COMMISSIONERS City of Long Beach California

SUBJECT:

Certification of a Negative Declaration (ND 23-07) and approval of a Site Plan Review, a Conditional Use Permit and a Standards Variance to allow the construction of a 233 space parking garage with a front yard (Locust Avenue) setback of 10'-0" (instead of not less than 20'-

0")(Council District 8).

LOCATION:

3711 Long Beach Blvd.

APPLICANT:

The Albert Group Architects

3635 Hayden Avenue Culver City, CA 90232

RECOMMENDATION

1. Certify the Mitigated Negative Declaration (ND 23-07); and

2. Approve the Site Plan Review, Conditional Use Permit and Standards Variance, subject to conditions.

REASON FOR RECOMMENDATION

- 1. The proposed project is attractively designed and, with the exception of the requested Standards Variance, complies with the development standards of the R-1-N zone.
- 2. Operational conditions of approval relating to maintenance, lighting, noise, etc., will ensure that the proposed project will have minimal negative impacts on adjacent land uses.
- 3. Positive findings can made to grant the Site Plan Review, Conditional Use Permit, and Standards Variance request given the unique type of project.

HISTORY

This project was originally scheduled to be heard at the August 16, 2007 Planning Commission. However, the applicant requested a continuance to present the revised project plans to the community groups for their review and comment. The meeting took

place on August 30, 2007, after this report was written, and staff will update the Planning Commission at the hearing.

BACKGROUND

The subject property is a 63,640 (203'x313.5') square foot lot that is developed with a 118,918 square foot, 10-story commercial building, parking structure and surface parking lot. The property is a through lot with frontage on Long Beach Boulevard to the east and Locust Avenue to the west.

Currently, the property has a total of 273 parking spaces in the existing structure that is located adjacent to the building and in the at-grade parking lot on the westerly portion of the lot. Based on the current parking requirements of 4 parking spaces per 1,000 square feet of gross floor area for the first 20,000 square feet of building area and 2 parking spaces per 1,000 square feet of gross floor area thereafter, the 118,918 square foot building would require 565 parking spaces. Therefore, the site has a deficit of 292 spaces.

In addition, of the 273 parking spaces, 132 spaces are in tandem and 45 spaces are in triple-tandem (3-deep) that is non-conforming as the current parking code does not permit tandem parking for commercial uses. Therefore only 96 of the 273 existing parking spaces comply with the parking standards. Combined with the parking deficit, the parking for this project is very inefficient. In fact, the applicant has indicated that the owner of the building is unable to lease a large portion of the building due to the parking deficit.

The proposal consists of a new 233 space, 2-story, 4-level (one subterranean level, two story levels and a roof deck level) parking structure and modification of the existing surface parking lot and existing structure that will result in a net parking increase of 170 spaces for a total of 443 on-site parking spaces.

The project has been reviewed by the Site Plan Review Committee on two different occasions in order to improve the design, minimize the impact of the project on the adjacent neighbors and maintain a functional parking structure. The architectural rhythm of the 25'-0" tall structure is designed to break up the horizontal massing by creating three distinct forms that utilize different colors and textures. In addition, two large raised planters are used to help distinguish two of the forms that, in turn, also help to break up the massing. Finally, the structure incorporates varied setbacks to help create architectural interest as well as incorporating a 16'-0" building step-back adjacent to the duplex to the north and a 3-0" step back at the upper level to also help reduce massing.

Ingress/egress to the project will remain off Long Beach Boulevard. There is no vehicular access from Locust Avenue and the pedestrian access from Locust Avenue is limited to emergency purposes only (see condition #26).

The subject site fronts both the west side of Long Beach Boulevard and the east side of Locust Avenue and is just north of 37th Street (see attached location map). The property has a dual zoning designation of CCA (Community Automobile Oriented District) and R-1-N

(Single Family)(see attached location map). The following table provides a summary of the Zoning, General Plan, and land uses surrounding the subject site:

	Zone	General Plan	Existing Use
		LUD #8A (Traditional Retail Strip	
Subject Site	CCA/R1N	Commercial)	Commercial
		LUD #8A (Traditional Retail Strip	Commercial Parking
North	CCA/R1N	Commercial)/LUD#1 (Single Family)	Lot/Duplex
		LUD #8A (Traditional Retail Strip	
South	CCA	Commercial)	Commercial
East	CCA	LUD #8 (Major Commercial Corridor)	Church
West	R1N	LUD #1 (Single Family)	Single Family

CURRENT ACTION REQUESTED

The applicant has requested that the Planning Commission approve a Site Plan Review, a Conditional Use Permit for a and Standards Variance for a 10'-0" front yard setback off Locust Avenue (instead of less than 20'-0") to permit construction of the 233 space, four-level courtesy parking in a residential zone (R-1-N).

The parking structure was designed to provide as much visual interest as possible while maximizing the number of parking spaces. In addition, deep landscape cutouts into the structure were avoided to minimize the potential for becoming public nuisance areas. To be more consistent and considerate of the abutting single story duplex to the north, the northwest corner of the structure steps back to 26'-0" from the Locust Avenue property line after it reaches ten (10) feet in height.

To minimize the noise and light from automobiles, the structure is proposed to be entirely enclosed with the exception of the top level and the stepped-back area at the northwest of the structure. Staff and the Site Plan Review Committee felt that the entire structure with the exception of the top level needs to be enclosed to minimize the impact of the use on adjacent residents (see Condition #27).

In order to approve the Site Plan Review, Conditional Use Permit and Standards Variance request, the Planning Commission is required to make certain findings in support of an approval decision. These findings along with staff analysis are presented below for consideration, adoption and incorporation into the record of proceedings.

SITE PLAN REVIEW FINDINGS

1. 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; AND

The proposed design of the structure incorporates a consistent design theme that is compatible in design, character and scale with the neighboring structures. The architecture is designed to visually break up the structure into three smaller forms that are in keeping with the character of the adjacent residential neighborhood. The overall height of the structure meets the maximum allowable height for the R-1-N district of 25'-0" and the portion of the structure adjacent to the duplex to the north above 10'-0" in height is setback an additional 16'-0" for a total front yard setback of 26'-0" off Locust Avenue. The four-level structure also meets the maximum two-story requirement of the R-1-N zone. The four levels are comprised of one subterranean level, two story levels and one rooftop level that complies with the definition of two-stories per the Long Beach Municipal Code.

2. THE DESIGN CONFORMS TO THE "DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT", THE "DOWNTOWN DESIGN GUIDELINES", THE GENERAL PLAN, AND ANY OTHER DESIGN GUIDELINES OR SPECIFIC PLANS WHICH MAY BE APPLICABLE TO THE PROJECT.

The design conforms to the general plan and the Central Long Beach design guidelines and strategic plan by limiting the parking structure to the maximum height allowed by the R-1-N zone and prohibiting vehicular access to the residentially zoned Locust Avenue.

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

Four (4) mature trees, twenty feet in height or taller, will be removed along the Locust Avenue frontage as a part of the proposed project. These trees include Brazilian Peppers and Eucalyptus. Based on a site evaluation and the proposed project, there is no feasible alternative design that would result in these trees being retained. The applicant is proposing to plant six trees (2x36" box and 4x24" box) to replace the existing trees. Staff feels that additional trees should be planted and Condition #25 has been included which requires that the trees be replaced at a 2:1 ratio for a total of eight (8) trees and that all of the trees be a minimum of 36" box in size.

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

The proposed landscaping and sidewalk improvements that includes lawn area, sidewalk, a portion of a grass-block patio and decorative lighting in the public right-of-way do **not exceed the likely impacts** of the proposed project coupled with cumulative development.

5. THE PROJECT CONFORMS TO ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT).

Not applicable.

CONDITIONAL USE PERMIT FINDINGS

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

The subject site is located within General Plan Land Use District #8A (Traditional Retail Strip Commercial), and has a zoning designation of R-1-N and CCA. The development of a parking structure to serve an existing, under-parked commercial building is consistent with both the General Plan and Zoning designation as both anticipate commercial uses and commercial-serving uses.

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

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Negative Declaration of Environmental Impact (ND 23-07) was prepared for this project and is attached for your review.

With the Conditions of Approval incorporated, the use will not be detrimental to the surrounding community. The Conditions of Approval incorporate a number of operational requirements that address potential negative impacts from the proposed use. Approval of the requested Conditional Use Permit will enable the City to enforce these approval conditions and address potential nuisances that may arise in the future.

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

In addition to the above general findings, the following specific conditions pursuant to Zoning Code Section 21.52.221 apply to courtesy parking lots:

1. The proposed site shall adjoin, abut or be adjacent to a commercial district.

The subject property complies with this requirement as it has a dual zoning designation of R-1-N (Single Family) and CCA (Community Automobile-Oriented District) and the abutting property to the south has a CCA zoning designation.

2. The parking lot shall extend no more than one hundred feet (100') into the residential district.

The portion of the dual-zoned property that falls within the R-1-N zoning is approximately 133.5'. With the proposed 10'-0" setback along Locust Avenue, the proposed parking structure will extend 123.5' +/- into the residential zone. Staff is recommending that the Planning Commission waive this requirement because the additional 23.5' is necessary to maintain the feasibility and function of the proposed project. If the structure were reduced to meet the requirement, it would eliminate up to 80 parking spaces as currently configured.

3. A six foot six inch (6'6") solid fence or wall and a five foot (5') wide landscaping buffer shall be provided along any property line abutting a residential use.

The parking structure is fully enclosed at grade level with a minimum 10'-0" solid wall and the project provides a 5'-0" landscape buffer along the north property line adjacent to the single-family residence. In addition, there is an existing 6'-0" block wall along the north property line.

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 improvements on the site are physically unique when compared to other sites in the same zone in that it is zoned both R-1-N and CCA with an existing 118,918 square foot commercial building, parking structure and surface courtesy parking lot. The project is severely under-parked and, as a result, the building is underutilized. The proposed structure meets all of the physical requirements of the R-1-N zone with the exception of the requested Standards Variance for a front yard of 10'-0" (instead of not less than 20'-0") off Locust Avenue. The actual setback of the structure varies from 10'-0" to 13'-0" and is compatible with the front yard setbacks of the surrounding residential projects which range from 10'-0" to 25'-0".

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 unique situation that causes the applicant to experience hardship that deprives the applicant of a substantial right to use of the property as other uses in the same zone are used includes the subject property being zoned both R-1-N and CCA and

the site being developed with a large, under-parked commercial building. The building has a parking deficiency of 292 parking spaces and the existing parking is inefficient as it includes 167 of the 273 existing spaces as either tandem or triple tandem.

The residential structures in the area have varied front yard setbacks ranging from 10'-0" to 25'-0". In addition, the property to the south is also a through lot with a zoning designation of CCA and the commercial buildings have a 10'-0" setback off Locust Avenue. Therefore, the granting of the Standards Variance will not constitute a grant of special privilege.

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

With the incorporation of the conditions of approval, the variance will not cause substantial adverse effects upon the community. The subject dual-zoned property serves as a transition zone between the Long Beach Boulevard commercial corridor, the commercial property to the south and the residential properties to the north and west. The proposed 10'-0" minimum setback of the structure off Locust Avenue will result in a more functional parking structure and the fully enclosed structure, with the exception of the top level, will minimize the noise, light and odor impacts on the surrounding residents. In addition, because the actual setback ranges from 10'-0" to 13'-0" it is compatible with the setbacks of the surrounding properties that range from 10'-0" to 25'-0".

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 within the Coastal Zone.

PUBLIC HEARING NOTICE

A total of 72 Public Hearing Notices were mailed on August 2, 2007 to all owners of properties within a 300-foot radius of the project site, the Los Cerritos NIA, Bixby Knolls BIA, Cal Heights Neighborhood Association, Bixby Highlands NIA and the elected representative of the 8th Council District.

As of the writing of this report, staff has received one letter of opposition to the project.

COMMUNITY MEETINGS

A community meeting was held by Councilmember Rae Gabelich on April 3, 2006 to elicit public comments. Project updates were supplied to the neighborhood groups via the West Central Community Newsletter.

This project was originally scheduled to be heard at the August 16, 2007 Planning Commission. However, the applicant requested a continuance to present the revised project plans to the community groups for their review and comment. The meeting took place on August 30, 2007, after this report was written, and staff will update the Planning Commission at the hearing.

REDEVELOPMENT REVIEW

The project site is located in the Central Long Beach Redevelopment Project Area. The project is consistent with the Central area Redevelopment Plan, Central Long Beach Strategic Guide and design guidelines.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Negative Declaration of Environmental Impact (ND 23-07) has been prepared for this project, and is attached for your review.

IT IS RECOMMENDED THAT THE PLANNING COMMISSION:

Certify Negative Declaration (ND 23-07) and approve a Site Plan Review, Conditional Use Permit, and Standards Variance, subject to conditions.

Respectfully submitted,

SUZANNE M FRICK

DIRECTOR OF PLANNING AND BUILDING

JEFF WINKLEPLECK

PLANNER

Approved:

CAROLYNE BIHN

ZONING ADMINISTRATOR

CB:jw

Attachments:

- 1. Conditions of Approval
- 2. Negative Declaration
- 3. Location Map
- 4. Photographs
- 5. Plans

Conditions of Approval Case No. 0606-08 Date: 09/06/07

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CONDITIONS OF APPROVAL SITE PLAN REVIEW/ CONDITIONAL USE PERMIT/STANDARDS VARIANCE

Case No. 0606-08

Date: September 6, 2007

- 1. This permit and all development rights (Site Plan Review, Conditional Use Permit, Standards Variance) hereunder shall terminate one year from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced or a time extension is granted, based on a written and approved request submitted prior to the expiration of the one year period as provided in Section 21.21.406 of the Long Beach Municipal Code.
- 2. This approval shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the Conditions of Approval Acknowledgment Form supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days form the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date). Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval to the satisfaction of the Zoning Administrator.
- 3. 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.
- In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions, which are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
- 5. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Planning and Building Department. These conditions must be printed on the site plan or a subsequent reference page.

Conditions of Approval Case No. 0606-08 Date: 09/06/07

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- 6. The developer must comply with all mitigation measures of the applicable Environmental Review (ND 23-07) prior to the issuance of a Certificate of Occupancy. These mitigation measures, if applicable, must be printed on all plans submitted for plan review.
- 7. The Director of Planning and Building is authorized to make minor modifications to the approved concept design plans or any of the conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions. Any major modifications shall be reviewed by the Planning Commission.
- 8. Site development, including landscaping, shall conform to plans approved on file in the Department of Planning and Building. At least one set of approved plans containing Planning, Building and 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.
- 9. Prior to the issuance of a building permit, the applicant must depict all utility apparatus such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. This plan shall be submitted after consultation with the utility providers. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, this equipment shall be properly screened by landscaping or any other screening method approved by the Director of Planning and Building.
- 10. Approval of this development 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 levels standards, including, but not limited to, sewer capacity charges, Park Fees, and Transportation Impact Fees.
- 11. 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 façades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).
- 12. Any graffiti found on site must be removed within 24 hours of its appearance.
- 13. All parking areas shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent or abutting residential buildings or neighborhoods pursuant to Section 21.41.259. A photometric study

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shall be submitted to the Planning and Building Department for verification of compliance.

- 14. The Applicant and/or successors is encouraged to utilize and incorporate energy conserving equipment, lighting and related features with the project to the greatest extent possible.
- 15. All rooftop equipment shall be fully screened from public view. Said screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If screening is not specifically designed into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved by the Director of Planning and Building prior to the issuance of a building permit.
- 16. Adequately sized trash enclosure(s) shall be designed and provided for this project as per Section 21.46.080 of the Long Beach Municipal Code. The designated trash area shall not abut a street or public walkway and shall be placed at an inconspicuous location on the lot.
- 17. Separate permits are required for signs, fences, retaining walls, trash enclosures, flagpoles, pole-mounted yard lighting foundations and planters.
- 18. 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.
- 19. Applicant shall file a separate plan check submittal to the Long Beach Fire Department for their review and approval prior to the issuance of a building permit.
- 20. All structures shall conform to Building Code requirements. Notwithstanding this review, all required permits from the Building and Safety Bureau must be secured.
- 21. 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 additional information, contact Officer Eduardo Reyes at (562) 570-5805.
- 22. 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

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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.

- 23. Lighting of the structure shall be designed to prevent light trespass. This shall include, but not be limited to, utilizing full cut-off fixtures and locating light poles and wall packs in appropriate locations. In addition, the structure shall be designed to minimize glare and light trespass from vehicles by enclosing the structure on the north, south and west sides. For the roof deck parking area, a parapet of a height sufficient to block vehicle headlights shall be installed.
- 24. Prior to City approval of any plans, the applicant shall submit a complete landscape and irrigation plan of the proposed landscaping. Irrigation and landscape design shall be for moderate to drought tolerant plant. All new trees, shrubs, vines, and ground cover shall be identified and the size, quantity and location shall be shown on the plans.
- 25. The applicant shall install a minimum of eight (8), 36" box trees along the Locust Avenue frontage to the satisfaction of the Director of Planning and Building.
- 26. Pedestrian access to the site from Locust Avenue is limited to emergency access only.
- 27. The parking structure shall be fully enclosed on the north, south and west to minimize the impact of vehicular noise, lights and odors.
- 28. Prior to the release of a grading permit, the applicant shall prepare and submit a Storm Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.
- 29. Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities.
- 30. The property shall be developed and maintained in a neat, quiet and orderly

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condition and operated in a manner so as not to be detrimental to adjacent properties and occupants. This shall encompass the maintenance of the exterior facades of the buildings and all landscaping surrounding the building including all public parkways.

- 31. Applicant and/or successors shall be responsible for the maintenance of the Locust Avenue frontage landscape/hardscape to the satisfaction of the Director of Planning and Building.
- 32. The applicant shall comply with the following conditions to the satisfaction of the Public Works Department:

PUBLIC RIGHT-OF-WAY

- The design of a landscape buffer (yet to be determined) may affect standard improvements to the Locust Avenue sidewalk and parkway. The Department of Public Works shall review and approve any changes to the public space along this frontage, which may result in additional requirements such as the dedication of additional sidewalk right-of-way and/or the recordation of an installation and maintenance agreement.
- The Developer shall construct all 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 sidewalk area is
 necessary to satisfy ADA requirements, the additional right-of-way shall be
 provided.

ENGINEERING BUREAU

- Demolition and reconstruction of curb and gutter, driveways, sidewalks, wheelchair ramps, roadway and alley pavements, removal and relocation of utilities, traffic signal modifications and installations, traffic striping and signing, street tree removals and plantings in the public right-of-way, shall be performed under Public Works street improvement permit. Permits to perform work within the public right-of-way must be obtained from the Public Works counter, 10th Floor of City Hall, 333 West Ocean Boulevard, telephone (562) 570-6784.
- 4. All work within the public right-of-way shall be performed by a contractor holding a valid State of California contractor's license and City of Long Beach Business License sufficient to qualify the contractor to do the work. The contractor shall have on file with the City Engineer Certification of General Liability insurance and an endorsement evidencing minimum limits of required general liability insurance.
- 5. 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.

Date: 09/06/07

Page 6

- 6. The Developer shall remove unused driveways and replace with full-height curb, curb gutter, and sidewalk. 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.
- 7. The Developer shall provide for the resetting to grade of existing manholes, pullboxes, and meters in conjunction with the required off-site improvements to the satisfaction of the Director of Public Works.
- 8. The Developer shall provide for new street trees with root barriers and irrigation on Locust Avenue, adjacent to the project site. The Developer and/or successors shall privately maintain all street trees, landscaping and sprinkler systems required in connection with this project.
- 9. The Developer shall submit a drainage plan and 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.
- 10. 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 Left-click on the Construction General Permit 99-08-DWQ link.
- After completion of the required off-site improvements, the Developer or project representative shall contact the Engineering Bureau to initiate the process of clearing any Public Works holds attached to the development project. Contact Jorge M. Magaña, Civil Engineering Associate, at (562) 570-6678.

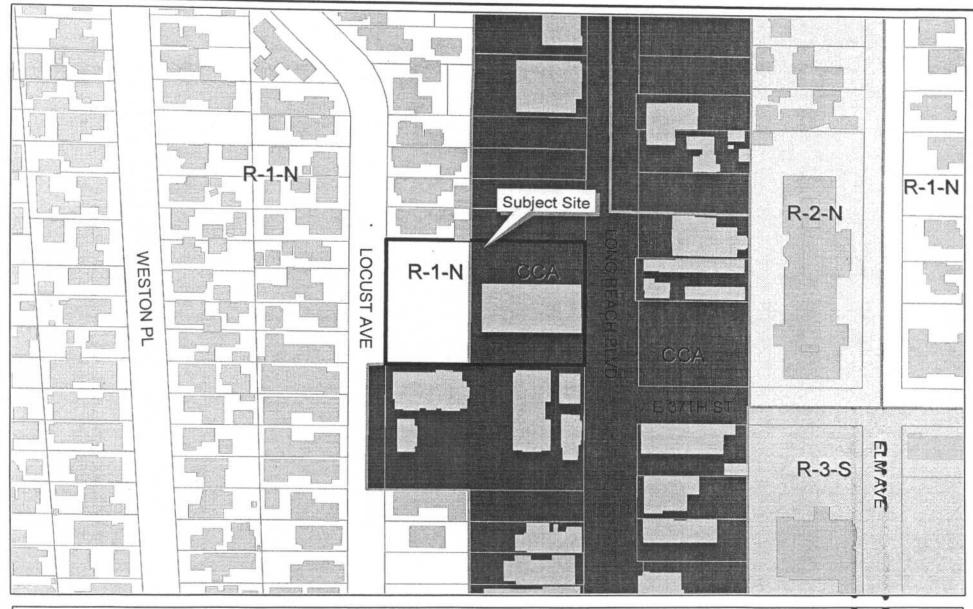
TRAFFIC & TRANSPORTATION BUREAU

12. Vehicular access to this site as developed is inadequate. No development that increases vehicular trips through the existing driveway can be permitted. If primary access is provided through the driveway to the south, the north driveway can be maintained for right-turn in and right-turn out traffic only. A left-turn barrier may be required. Additional signage and changes to the street striping are the responsibility of the Developer, and shall be installed to the satisfaction of the City Traffic Engineer.

Conditions of Approval Case No. 0606-08 Date: 09/06/07

Page 7

- 13. 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.
- 14. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
- 15. 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.).
- 33. 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.

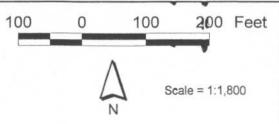




SUBJECT PROPERTY:

3711 Long Beach Blvd. Case No. 0606-08 Council District 8 Zone: CCA and R-1-N





Department of Planning & Building | Community Design & Development Division | SK





CITY OF LONG BEACH

Planning Commission

333 West Ocean Boulevard, 5th Floor

Long Beach, CA 90802 (562) 570-6004

FAX (562) 570-6610

ENVIRONMENTAL PLANNING

\$50.00 FILING FEE

NOTICE OF PREPARATION

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

From: Community & Environmental Planning Division

Department of Planning and Building 333 West Ocean Boulevard, 5th Floor

Long Beach, CA 90802

In conformance with Section 15082 of the State CEQA Guidelines, please post this notice for period of 20 days. Enclosed is the required fee of \$50.00 for processing.

Notice is hereby given that the Long Beach City Planning Commission, Lead Agency for purposes of CEQA, proposes to adopt a Mitigated Negative Declaration for the project listed below:

1. Project Location:

3711 Long Beach Boulevard

2. Project Title:

3711 Long Beach Boulevard Parking Garage

3. Project Description:

The proposed project would be a three-story parking structure, located on the west side of Long Beach Boulevard, east side Locust Avenue and north of 37th Street. The parking structure would provide a total of 443 parking spaces for the office building directly west of the structure, on the same lot.

4. Review period during which the Lead Agency will receive comments on the proposed Negative Declaration: 23-07

Starting Date: July 26, 2007

Ending Date: August 15, 2007

5. Public Meeting of the Planning Commission

Date:

August 16, 2007

Time:

5:00 p.m.

Location:

City Council Chambers

Long Beach City Hall

333 West Ocean Boulevard, Plaza Level

- 6. Copies of the report and all referenced documents are available for review by contacting the undersigned, or on the web at: www.longbeach.gov/plan/pb/epd/er.asp.
- 7. The site is not on any list as enumerated under Section 65965.5 of the California Government Code.
- 8. The Initial Study may find significant adverse impacts to occur to the following resource areas:

Aesthetics, NPDES, Noise

9. The Negative Declaration has no significant impacts.

For additional information contact:

Jaime Ustin Planner 333 West Ocean Boulevard, 5th Floor Long Beach, CA 90802 (562) 570-6004

CITY OF LONG BEACH PLANNING COMMISSION

MITIGATED NEGATIVE DECLARATION

PROJECT:

I. TITLE:

3711 Long Beach Boulevard Parking Garage

II. PROPONENT

The Albert Group Architects 3635 Hayben Culver City, Ca 90232

III. DESCRIPTION

The proposed project would be a three-story parking structure, located on the west side of Long Beach Boulevard, east side Locust Avenue and north of 37th Street. The parking structure would provide a total of 443 parking spaces from the office building directly west of the structure, on the same lot.

- IV. LOCATION

 3711 Long Beach Boulevard
- V. HEARING DATE & TIME

August 16, 2007

5:00 p.m.

VI. HEARING LOCATION

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

FINDING:

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

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

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

3711 Long Beach Boulevard Parking Garage

INITIAL STUDY



Prepared by

City of Long Beach
Department of Planning and Building
Community and Environmental Planning

INITIAL STUDY

1. Project title:

3711 Long Beach Boulevard Parking Garage

2. Lead agency name and address:

Long Beach Planning Commission 333 West Ocean Boulevard Long Beach, CA 90802

3. Contact person and phone number:

Jaime Ustin Long Beach, CA 90802 333 West Ocean Boulevard, 5th Floor (562) 570-6004

4. Project location:

3711 Long Beach Boulevard

5. Project sponsor's name and address:

The Albert Group Architects 3635 Hayben Culver City, Ca 90232

6. General Plan:

Land Use District #8A: Traditional Retail Strip Commercial District. According to the Land Use Element, LUD #8A "is to serve local/neighborhood needs rather than community/regional needs." It is established to recognize the continuing need to provide commercial uses along the frontages of certain streets for the service and convinence of persons traveling by car and needing local service.

7. Zoning:

The site has a dual zoning designation of CCA (Community Automobile Oriented District) and R-1-N Single-Family District.

8. Description of project:

The proposed parking structure is located on the west portion of the property adjacent to the office tower which it will be proposed to serve. Demolition will include the on-grade parking lot, a garden wall and a number of trees and shrubs located on the west side of the lot. Once the structure is complete, the garden wall will be replaced with a number of trees and shrubs along the north and west facades. The proposed project will install new landscaping and will provide a net gain of 170 spaces. The parking structure will utilize the existing driveway, located on the south side of the lot, accessed from Long Beach Blvd. The project requires a Conditional Use Permit because it is located in the R-1-N zone and will be utilized as a courtesy parking lot for the adjacent office building. The project will also require a Standards Variance for a 10' setback on Locust Avenue, instead of the required 20' for a through lot. The related case is 0606-08. Please refer to the attachments after page 41.

9. Surrounding land uses and setting:

The project is located in the North Long Beach Redevelopment Agency. It consists of one parcel, totaling 63,625 square feet. An office building, parking structure and surface level parking lot occupy the parcel. Land use surrounding the project site include:

NORTH: Located north of the project site are single-story, single-family homes and a parking lot.

EAST: Across Long Beach Boulevard is a parking lot for a church.

SOUTH: Located south of the project is a group of two-story commercial buildings

WEST: Across Locust Avenue, are single-story single-family homes.

10. Other public agencies whose approval is required:

City of Long Beach City Council (on Appeal)

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.

 Aesthetic 	CS
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Biological Resources

Hazards & Hazardous Materials

Mineral Resources

Population/Housing

Transportation

Agriculture Resources

Cultural Resources

Hydrology/Water Quality

National Pollution Discharge

Elimination System **Public Services**

Utilities/Service Systems

Air Quality

Geology/Soils

Land Use/Planning

Noise

Recreation

Mandatory Findings of

Significance

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

Planner

1-25-07

EVALUATION OF ENVIRONMENT IMPACTS:

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

ENVIRONMENTAL CHECKLIST

			Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I.	Αŧ	ESTHETICS – Would the project:				
	a)	Have a substantial adverse effect on a scenic vista?				\checkmark
	b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			V	
	c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			\checkmark	
	d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				
II.	wh sig ma and Ca use	ether impacts to agricultural resources are nificant environmental effects, lead agencies by refer to the California Agricultural Land Evaluation of Site Assessment Model (1997) prepared by the alifornia Dept. of Conservation as an optional model to be in assessing impacts on agriculture and farmland.				
	a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				7
	b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				V
	c)	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				7
III.	crite ma reli	R QUALITY – Where available, the significance eria established by the applicable air quality nagement or air pollution control district may be ed upon to make the following determinations. uld the project:				
	a)	Conflict with or obstruct implementation of the applicable air quality plan?				V

			Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			\checkmark	
119	c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			/	
	d)	Expose sensitive receptors to substantial pollutant concentrations?				7
	e)	Create objectionable odors affecting a substantial number of people?				√
IV.	BI	OLOGICAL RESOURCES - Would the project:				
	a)	Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?				V
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?				V
	c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				V
	d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				7
	e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				7

				Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	f)	Conflict with the provisions Habitat Conservation Plan Conservation Plan, or othe regional, or state habitat co	, Natural Community er approved local,				V
V.	CI	JLTURAL RESOURCES -	Would the project:				
	a)	Cause a substantial adversignificance of a historical in Section §15064.5?					V
	b)	Cause a substantial adversignificance of an archaeo pursuant to Section §1506	logical resource				7
	c)	Directly or indirectly destro paleontological resource o geologic feature?					V
	d)	Disturb any human remain those interred outside of fo					V
VI.	GE	OLOGY AND SOILS - Wor	uld the project:				
	a)	Expose people or structure substantial adverse effects of loss, injury, or death investigations.	, including the risk				
		i) Rupture of a known ea delineated on the most Earthquake Fault Zonii State Geologist for the other substantial evide Refer to Division of Mir Special Publication 42.	t recent Alquist-Priolo ng Map issued by the area or based on nce of a known fault? nes and Geology			V	
		ii) Strong seismic ground	shaking?			V	
		iii) Seismic-related ground Liquefaction?	failure, including				V
		iv) Landslides?					V
	b)	Result in substantial soil er topsoil?	osion or the loss of				V
	c)	Be located on a geologic unstable, or that would becresult of the project, and poon- or off-site landslide, late subsidence, liquefaction or	ome unstable as a stentially result in eral spreading,				V

	÷ *.		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				V
	e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?				V
VII.		AZARDS AND HAZARDOUS MATERIALS – buld the project:				
	a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			7	
	b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			V	
	c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			√	
	d)	Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				V
	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?				V
	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?				V
	g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				V
	h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

НҮ	'DROLOGY AND WATER QUALITY – Would	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?			\checkmark	
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				V
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				V
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				V
f)	Otherwise degrade water quality?			V	
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				√
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
j)	Inundation by seiche, tsunami, or mudflow?				V
	the a) b) c) d) e) f) g) h) i)	HYDROLOGY AND WATER QUALITY – Would the project: a) Violate any water quality standards or waste discharge requirements? b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? f) Otherwise degrade water quality? g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood insurance Rate Map or other flood hazard delineation map? h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	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			Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX.	LA	AND USE AND PLANNING – Would the project:				
	a)	Physically divide an established community?				\checkmark
	b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			7	
	c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				V
X.	MI	NERAL RESOURCES - Would the project:				
	a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				V
	b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				V
XI.		ATIONAL POLLUTION DISCHARGE ELIMINATION YSTEM — Would the project:				
	a)	Result in a significant loss of pervious surface?				V
	b)	Create a significant discharge of pollutants into the storm drain or water way?			✓	
	c)	Violate any best management practices of the National Pollution Discharge Elimination System permit?		Z		
XII.		NOISE – Would the project result in:				
	a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		V		
	b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			7	

			Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			/	
	d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
	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?				√
	f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				V
XIII.	РО	PULATION AND HOUSING - Would the project:				
	a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				V
	b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				
	c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				V
XIV.	sub with gov alte whi imp rati	BLIC SERVICES – Would the project result in ostantial adverse physical impacts associated in the provision of new or physically altered vernmental facilities, need for new or physically ered governmental facilities, the construction of ich could cause significant environmental eacts, in order to maintain acceptable service os, response times or other performance ectives for any of the public services:			·	
	a)	Fire protection?			\checkmark	
	b)	Police protection?			\checkmark	
	c)	Schools?				$\overline{\mathbf{V}}$
	d)	Parks?				$ \overline{\mathbf{A}} $
	e)	Other public facilities?				7

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV.	RECREATION -				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				V
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect of the environment?	n 🗆			V
XVI.	TRANSPORTATION/TRAFFIC – Would the project:			• .	
a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓	
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓	
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				V
d)	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e)	Result in inadequate emergency access?			V	
f)	Result in inadequate parking capacity?				1
g)	Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				V
XVII.	UTILITIES AND SERVICE SYSTEMS – Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				V

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				V
d)	Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?				V
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				7
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				V
g)	Comply with federal, state, and local statutes and regulations related to solid waste?				V
XVIII.	MANDATORY FINDINGS OF SIGNIFICANCE -				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				V
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)?			Z	
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				V

DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

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

No Impact.

The development of the proposed site will not have an impact on scenic vistas. The General Plan does not identify any scenic areas where the proposed development is located.

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

Less than Significant Impact.

Though the proposed project includes the removal of an existing garden wall and trees, the construction of the parking garage will require replacement of the landscaping with a new garden wall and trees on the north and west sides.

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

Less Than Significant Impact.

The project site currently has a garden wall with a number of trees to the west. The proposed parking garage will remain and replace the garden wall and trees.

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

Less Than Significant with Mitigation Incorporation

The project site is adjacent to residential to the west and north. The parking garage will have light posts that may cause a glare to the neighboring areas.

The following mitigation measure is included to ensure adjacent residential properties are not negatively impacted:

I-1. Lighting for the structure shall be designed so as to prevent light trespass. This shall include, but not be limited to, utilizing full cut-off fixtures and locating light poles and wall packs in appropriate locations. In addition, the structure shall be designed to minimize glare and light trespass from vehicles by enclosing the structure. For areas not enclosed, such as the top deck, a parapet of a height sufficient to block vehicle headlights shall be installed.

II. AGRICULTURE RESOURCES

No Impact. (for a, b and c)

The project site is not located within an agricultural zone, and there are no agricultural zones within the vicinity of the project. The proposed project would be located within a sector of the city that has been built upon for over 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 possibly some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

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

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

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

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

No Impact.

The Southern California Association of Governments has determined that if a project is consistent with the growth forecasts for the sub region in which it is located, it is consistent with the Air Quality Management Plan (AQMP) and regional emissions are mitigated by the control strategy specified in the AQMP. 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 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?

Less than Significant Impact.

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

To determine whether a project generates sufficient quantities of air pollution to be considered significant, the SCAQMD adopted maximum thresholds of significance for mobile and stationary producers in the South Coast Air Basin (SCAB), (i.e., cars, trucks, buses and energy consumption). SCAQMD Conformity Procedures (Section 6.3 of the CEQA Air Quality Handbook, April 1993) states that all government

actions that generate emission greater than the following thresholds are considered regionally significant (see Table 1).

Table 1. SCAQMD Significance Thresholds

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

Construction emissions would involve the demolition of a surface parking lot followed by the development of an expansion of a three-story parking structure. Construction emissions would be estimated to be below threshold levels. The sources of these estimates are based on the <u>CEQA Air Quality Handbook</u>, revised 1993, Table 9-1 Screening Table for Estimating Total Construction Emissions. The table below indicates the results.

	ROC	NO _x	СО	PM ₁₀
Construction Emissions	13.85	27.29	16.74	21.53
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 employees and visitors to the office building located at 3711 Long Beach Blvd. 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 sources of these estimates are based on the CEQA Air Quality Handbook, revised 1993, Table 9-7 Screening Table for Estimating Mobile Source Operation Emissions. Based upon these estimates, the proposed project would not exceed threshold levels for mobile emissions. The table below indicates the results.

	ROC	NO _x	со	PM ₁₀
Project Emissions	12.88	9.28	77.36	14.72

AQMD Thresholds	55	55	550	150
Exceeds Thresholds	No	No	No	No

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

Less than Significant Impact.

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

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

No Impact.

The <u>CEQA Air Quality Handbook</u> 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 not be anticipated to produce significant levels of any emission that could affect sensitive receptors.

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

No Impact.

The proposed project is the construction of a three-story parking garage that will connect to an existing three-story parking garage. There will be a net gain of 170 spaces. The project will not create objectionable odors affecting a substantial number of people.

IV. BIOLOGICAL RESOURCES

No Impact. (for a, b, c, d, e and f)

The proposed project site is located within a highly urbanized portion of the city, and is adjacent to other existing residential and commercial structures. The vegetation is minimal and consists of common horticultural species in landscaped areas. There is no evidence of rare or sensitive species as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations.

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

V. CULTURAL RESOURCES

No Impact. (for a, b, c and d)

There is some evidence to indicate that primitive people inhabited portions of the city as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient people were destroyed during the first century of the city's development. The remaining archaeological sites are predominantly located in the southeast sector of the city. No adverse impacts are anticipated to cultural resources.

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

The project site does not include any historical resources. The existing parking lot will be demolished and a new three-story parking garage will be constructed.

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

The project site is located outside the area of the City expected to have the higher probability of latent artifacts. While the proposed project would involve excavation, it would not be expected to affect or destroy any archaeological resource due its geographic location.

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

Please see V. (b) above for discussion.

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

Please see V. (b) above for discussion.

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.

Less Than Significant Impact.

Per the Seismic Safety Element of the General Plan, no faults are known to pass beneath the site, and the area is not in the Alquist-Priolo Special Studies Zone. The most significant fault system in the vicinity is the Newport-Inglewood fault zone. Other potentially active faults in the area are the Richfield Fault, the Marine Stadium Fault, the Palos Verdes Fault and the Los Alamitos Fault. Because faults do exist in the City, "No Impact" would not be an appropriate response, but a less than significant impact could be anticipated.

ii) Strong seismic ground shaking?

Less Than Significant 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 the fault. However, there are numerous variables that 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 constructed in conformance to 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?

No Impact.

The proposed project is outside the area where liquefaction could potentially occur, based upon Plate 7 in the Seismic Safety Element of the City's General Plan. Therefore, no Impact is anticipated.

iv) Landslides

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?

No Impact.

The proposed project would not result in any soil erosion. The project site is relatively flat and, at present, has an existing office building, parking structure and on-grade paved parking area. No impact would be 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?

No Impact.

According to the Seismic Safety Element, the project site is located on soil made up of predominantly granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. There 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?

No Impact.

The project is not known to be located on expansive soil.

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

No Impact.

Please see VI. (d) above for discussion. Also, sewers are in place in the vicinity of the project site. Therefore, the use of septic tanks or an alternative waste water disposal system would not be necessary.

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?

Less Than Significant Impact:

The proposed project would be the development of a three-story parking structure. During demolition and construction, equipment at the project site would emit some emissions. However, such equipment would be required to have filters and shields in place that control the amount of emissions emitted. The function of the completed project would not involve the transport, use or disposal of hazardous materials. The proposed 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?

Less Than Significant Impact.

Please see VII (a) above for discussion.

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

Less Than Significant Impact:

The proposed project is located within one-quarter mile of an elementary school. The function of the project, however, would not involve the handling of any hazardous materials.

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

No Impact:

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

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

No Impact:

The 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?

No Impact.

Please see VII (e) above for discussion.

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

No impact:

The proposed project would be the development of a three-story parking garage. 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 proposed project would not be expected to impair the implementation of or physically interfere with an emergency evacuation plan from the building or 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?

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

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

Less Than Significant Impact:

While development and operation of the proposed project would involve the discharge of water into the system, the project would not be expected to violate any wastewater discharge standards. The project site is in an urbanized area, which 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)?

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?

No Impact.

The project site is in an urban setting and is not near any stream or river. The site is a currently functioning as paved parking area where water drains off. The proposed project would not result in any 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?

No Impact:

The project is already an impervious surface that experiences runoff. 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?

No Impact:

Please see VIII (c) and (d) above for discussion.

f. Would the project otherwise degrade water quality?

Less Than Significant Impact.

During demolition, construction and operation, the project would be expected to comply with all laws and code requirements 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?

No Impact:

According to the Plate 10 of the Seismic Safety Element, the project site is located outside of the 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?

No Impact.

Please see VIII (g) above for discussion.

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

No Impact.

The project site is not located where it would be impacted by flooding, nor is it located within proximity of a levee or dam. There would be no impact.

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

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?

No Impact.

The proposed project would be located in a dual zoning designation of CCA (Community Commercial Automobile Oriented) and R-1-N (Single-family Residential District). The project area is urban, mostly built-out. The proposed parking garage at 3711 Long Beach Boulevard would be an appropriate and compatible addition to the area, helping to alleviate the parking demand. The project 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?

Less Than Significant Impact.

The proposed project would be located in the City's General Plan Land Use District, #8A, Traditional Retail Strip Commercial, and in the Community Commercial Automobile Oriented and R-1-N Single-Family Residential District. As stated in IX.a., the project would be compatible with other similar uses in the neighborhood where existing office building with parking garages vary is size and height. The project does require a Standards Variance for the 10' setback on Locust Avenue because the lot is considered a through lot, requiring a 20' setback.

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

No Impact:

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

X. MINERAL RESOURCES

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

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?

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 locallyimportant mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact.

Please see X (a) above for discussion.

XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

The proposed project would involve the demolition of on-grade parking and the development of a three-story parking structure, totaling 443 spaces with a net increase of 170 spaces.

a. Would the project result in a significant lose of pervious surface?

No impact:

The project site is currently covered with paved areas. The proposed project would not be creating a significant loss of pervious surface.

b. Would the project create a significant discharge of pollutants into the storm drain or water way?

Less Than Significant Impact.

The proposed project would be a three-story parking garage with a net increase of 170 spaces. As such, the project would not be a land use that would be associated with a significant discharge of pollutants into the storm drain.

c. Would the project violate any best management practices of the National Pollution Discharge Elimination System permit?

Less Than Significant With Mitigation.

It would be necessary for the applicant to practice Best Management Practices during demolition and development of the parking garage. Due to the urban setting and the size of the project site, the following mitigation measures shall apply:

- XI-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.
- XI-2 Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."

 (Source: Section 18.95.050 of the Long Beach Municipal Code).

XII. NOISE

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

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

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA CNEL for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise

levels up to 70 dBA. The City of Long Beach has an adopted Noise Ordinance that sets exterior and interior noise standards.

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?

Less Than Significant Impact With Mitigation:

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 period of demolition and construction, the development may cause temporary increases within the ambient noise levels but it is not 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 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?

Less Than Significant 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?

Less Than Significant 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?

Less than Significant Impact.

Development of the proposed project would involve temporary noise typically associated with 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?

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?

No Impact:

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

XIII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. At the time of the 2000 Census, Long Beach had a population of 461,522, which presented a 7.5 percent increase from the 1990 Census. According to the 2000 Census, there were 163,088 housing units in Long Beach, with a citywide vacancy rate of

6.32 percent. It is projected that a total population of approximately 499,705 persons will inhabit the City of Long Beach by the year 2010.

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

No Impact.

The proposed project will not add any housing units, thus no population or housing growth would be directly associated with the project. No significant impact is anticipated.

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

No Impact.

The project site is currently on-site parking. No housing will be displaced.

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

No Impact.

Please see XIII (b) above for discussion.

XIV. PUBLIC SERVICES

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

Police protection would be provided by the Long Beach Police Department. The Department is divided into the Patrol, Traffic, Detective, Juvenile, Vice, Community, Jail, Records, and Administration Sections. 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 have an adverse impact upon any of the following public services:

a. Fire protection?

Less Than Significant Impact.

The proposed project would be the development of a three-story parking structure. The project would be plan checked 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?

Less Than Significant Impact.

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

c. Schools?

No Impact.

The proposed project will not add any permanent housing units, thus will not have an impact on schools.

d. Parks?

No Impact.

The proposed project will not add any permanent housing units, thus will not have an impact are anticipated.

e. Other public facilities?

No Impact.

No other public facilities have been identified that would be adversely impacted by the proposed project.

XV. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact.

See discussion supra XIII (d).

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?

No Impact.

The project does not include recreation facilities and will not require the construction or expansion of recreational facilities.

XVI. TRANSPORTATION/TRAFFIC

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

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

Less than Significant Impact.

While the project site currently has a ten-story office building, a three-story parking and on-grade parking, the proposed project would generate more trips due to the increase of parking stalls. However, only a net increase of 170 spaces will be generated to accommodate the use of the office building. Providing additional parking on-site will help alleviate the parking problem in the neighborhood. The net increase of 170 would not be expected to have an impact upon the streets and intersections in the area that would be substantial to the point of substantial congestion. The

project site is located in an area that has had greater traffic volumes in the past and 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?

Less than Significant Impact.

Please see XVI (a) for discussion. The proposed project would not be expected to result in a volume of trips that would exceed the capabilities of the surrounding streets and intersections.

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

No Impact.

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)?

Less Than Significant Impact.

Access to the proposed project would be from the existing Long Beach Boulevard driveway on the south side of the project site. 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?

Less Than Significant Impact.

During preliminary review and plan check, the Fire Department and Police Department would both have input into the vehicular and pedestrian access and floor plans of the proposed project. As a result, the project would not be expected to result in inadequate emergency access.

f. Would the project result in inadequate parking capacity?

No Impact.

The proposed project would be a net increase of 170 parking spaces. The existing office building is currently under-parked, requiring 5 spaces per every 1,000 square feet, equaling 565 parking spaces. The existing parking count is only 273 parking spaces. The proposed project would increase the parking capacity, therefore having no impact on inadequate parking.

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

No Impact:

The proposed project will be located east of the Blue Line and southeast of the nearest Blue Line station. The project would not be expected to conflict with any adopted policies related to the Blue Line or any other alternative forms of transportation.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate

capacity to serve the project's projected demand in addition to the provider's existing commitments?

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

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 occur in an urbanized area of Long Beach, with all utilities and services in place. Such development was taken into account when the surrounding utility and service systems were planned. Further, the proposed project would be required to comply with all statutes and regulations related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

No Impact.

The proposed project would be located within an established urbanized setting. There would be no anticipated negative impact to any known fish or wildlife habitat or species.

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

Less Than Significant Impact.

The proposed project would be a land use that would be compatible with other existing use in the area. The project would be an increase in the

number of on-site parking spaces, helping with the parking demand for the area. The project will remove cars from off-street parking onto the proposed on-site parking structure. 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?

No Impact.

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

MITIGATION MONITORING PLAN MITIGATED NEGATIVE DECLARATION STANDARD PACIFIC HOMES 4TH STREET & LONG BEACH BOULEVARD 350 LONG BEACH BOULEVARD

I. AESTHETICS

Lighting for the structure shall be designed so as to prevent light trespass. This shall include, but not be limited to, utilizing full cut-off fixtures and locating light poles and wall packs in appropriate locations. In addition, the structure shall be designed to minimize glare and light trespass from vehicles by enclosing the structure. For areas not enclosed, such as the top deck, a parapet of a height sufficient to block vehicle headlights shall be installed.

TIMING: Prior to issuance of certificates of occupancy.

ENFORCEMENT: Planning & Building Department

XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

XI-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.

TIMING: Prior to issuance of the grading permit. ENFORCEMENT: Planning & Building Department

XI-2 Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."

(Source: Section 18.95.050 of the Long Beach Municipal Code).

TIMING: Prior to issuance of the grading permit.

ENFORCEMENT: Planning & Building Department

XII. NOISE

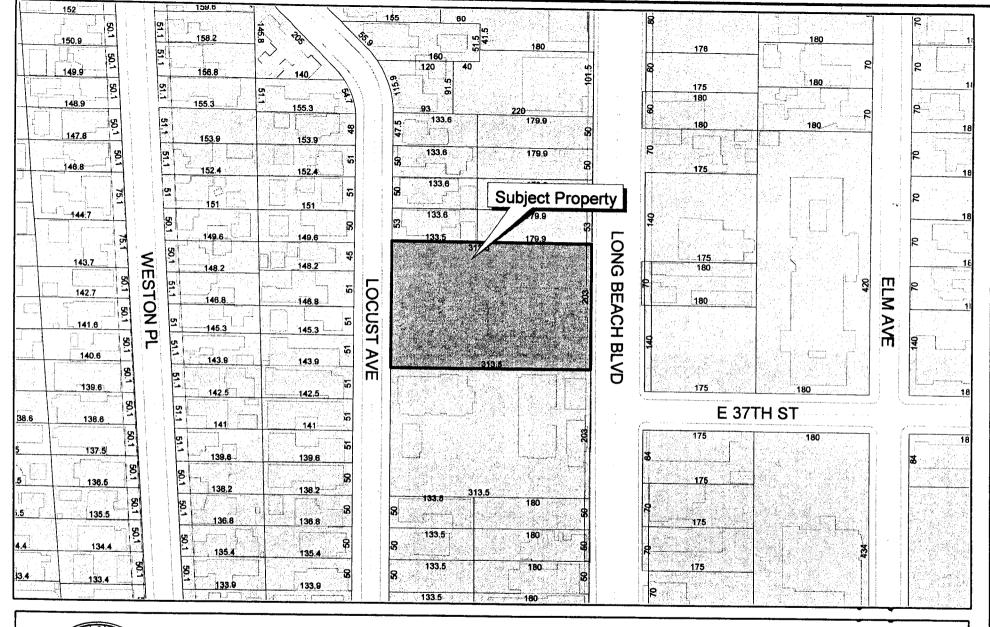
XII-1 Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity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

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.

TIMING: During all phases of construction of the project.

ENFORCEMENT: Building Bureau

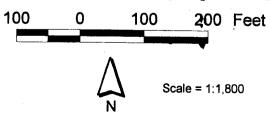




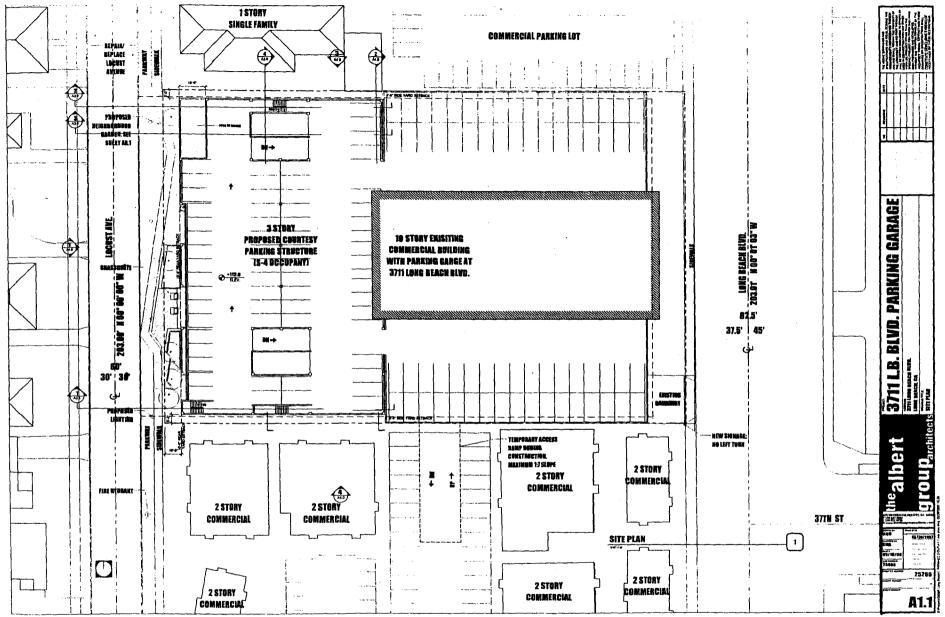
SUBJECT PROPERTY:

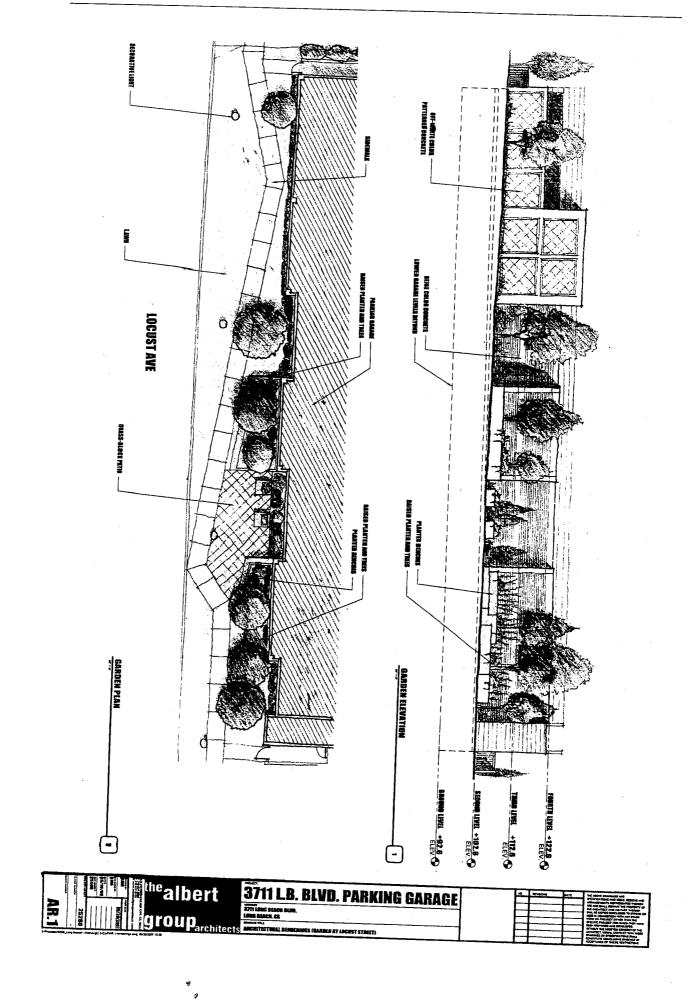
3711 Long Beach Blvd. Case No. 0606-08 Council District 8 Zone: CCA and R-1-N





Department of Planning & Building | Community Design & Development Division | SK





JOHN R. DEATS

3600 Pacific Avenue Long Beach, California 90807 (562) 424-6896 Cell: (562) 822-1265

August 27, 2007

Ms. Leslie Gentile, Chair Planning Commission City of Long Beach 333 W. Ocean Boulevard, 5th Floor Long Beach, CA 90802

RE: Case #: 0606-08

Project Location: 3711 Long Beach Boulevard

Dear Chairwoman Gentile:

I trust that you still have the letter that I sent you last February 14, regarding this same case (0606-08) and that copies of that letter as well as this one will be provided to all of your colleagues on the Planning Commission prior to the hearing on September 6, 2007.

My own Councilwoman, Rae Gabelich, found the original letter quite hard to believe until everything I stated in that letter was confirmed to her (in my presence) by former Councilman, Jeff Kellogg. Mr. Kellogg was in office during the time my colleagues and I worked on applying the new commercial zoning designations throughout Bixby Knolls and remembers it quite vividly. I believe it would be worth your while to ask him personally about his thoughts at that time about any possibility of a four story overlay on Locust Avenue behind 3701 Long Beach Boulevard through 3711 Long Beach Boulevard.

For the record and to establish my appeal rights, I am totally opposed to this project as currently proposed. The original conditions of approval for 3711 Long Beach Boulevard call for the ground level parking lot wall to be set back 15 feet; the proposal now before you shrinks that setback to only 10 feet and is effectively 3 stories. How could anyone consider that to be neighborhood friendly?

Having taken the time to review the historical records on the properties from 3701 to 3711 Long Beach Boulevard, I can tell you that these properties have been fraught with controversy dating back to 1946. The records clearly show my neighborhood has long been opposed to the commercial encroachment on the eastern block face of Locust Avenue. The existing conditions of approval currently in effect were supposed to give the surrounding neighbors some measure of protection in perpetuity. Now they are faced with intensified encroachment and with a lesser setback than before. One would think that staff would have insisted on an increased setback, especially if parking is to be allowed on the "roof".

I sincerely hope you and your colleagues will see fit to deny the current application now before you and send the applicant "back to the drawing board" to find a design that is compatible with and acceptable to the surrounding neighborhood.

Thank you.

Sincerely,

John R. Deats

nh Ocets

JOHN R. DEATS

3600 Pacific Avenue Long Beach, California (562) 424-6896 Cell: (562) 822-1265

February 14, 2007

Ms. Leslie Gentile, Chair Planning Commission City of Long Beach 333 W. Ocean Boulevard, 5th Floor Long Beach, CA 90802

RE: Case # 0606-08

Project Location:

3711 Long Beach Boulevard

Dear Chairwoman Gentile and members of the Planning Commission:

You will likely find this hard to believe, but when the three-letter commercial zoning designations (which replaced older two-letter designations) were first adopted in 1993, I appeared before the Planning Commission (as then constituted) on behalf of the Bixby Knolls Business Improvement Association (BKBIA) to request that we be allowed to assist in applying the new zoning designations on the commercial corridor of Bixby Knolls. What I came away with surprised even me. The Planning Commission granted us complete "carte blanche" in applying the new designations provided it was done by an ad hoc committee to be formed by the BKBIA and comprised of not less than four (4) people. Said committee was comprised of Landscape Architect, Jon Cicchetti and Architect, Kelly Southerland McCloud, whom I believe were on the BKBIA Board of Directors and two neighborhood volunteers: Nancy Latimer (then freshly termed off the Planning Commission) and myself.

We worked diligently for many months hosting numerous meetings and study sessions including but not limited to business owners, commercial property owners, homeowners and neighborhood associations. The level of outreach and input we achieved was unprecedented to my knowledge. When we came back before the Planning Commission with our applications of the new zoning designations absolutely all parties were in total agreement. This finally gets me to the case now before you.

The rear half of the property at 3711 Long Beach Boulevard was never to have had a four story overlay applied to it. This half of the property was zoned residential and fronts on the east side of Locust Avenue; it is what a good many residents on the west side of Locust Avenue have for a view from their living room windows. Although we did apply four story overlays on selected properties (only where there was an alley to act as a buffer) on Long Beach Boulevard, we made a conscientious decision to leave the rear half of 3711 zoned residential with the normal height limitation of two stories.

Page 2 Planning Commission RE: Case # 0606-08 February 14, 2007

Imagine my surprise at now being told that a four (4) story overlay had somehow mysteriously been applied to the rear (residential) portion of 3711 as well as the rear (residential) portion of the adjacent property at 3703 Long Beach Boulevard! This is an absolute perversion of the process in which I played a leadership role for all those months doing what was tantamount to "free" staff work as an unpaid volunteer. At present, I have no way of knowing when or how this unauthorized change was made, and I take it as a personal stab-in-the-back not only to myself but the other three unpaid volunteers. I do not know if what happened was a simple clerical error or whether something more sinister and corrupt occurred. Either way, I do not understand why my neighborhood has to pay the price for staff's mistake by having a multi-story parking structure intrude into one of Long Beach's nicer neighborhoods on a property that is still zoned residential.

On top of this, I am sure the case now before you will be used as precedent for other properties, most notably 3703 Long Beach Boulevard.

For these reasons, I am totally opposed to this project, and I humbly ask each member of the Planning Commission to vote against it. Put yourself in my position or that of the 1994 Planning Commission that approved the recommendation then see if you would not also be offended by the bastardization of the process during which the neighborhoods were guaranteed that they would be protected from this type of action. This all certainly smacks of "The Long Beach Way": Let no good deed go unpunished.

Sincerely,

John R. Deats

5/ John RHeats/ago

P.S. Historically, the 3711 building has not been "under-parked". I should know because until fairly recently, my wife worked part time for a CPA firm that was then located on the 10th (top) floor for many years. Parking was adequate until the building owner and/or manager leased to an institutional tenant that deals with incorrigible children and their parents. This new tenant (relatively speaking) was given an inordinate amount of parking for staff and clients combined. It is solely because of this "business decision" (or as I like to think of it as "self-inflicted damage") that the parking situation at 3711 has become an issue.

PETITION (CASE #0606-08)

We, the undersigned, do hereby express our opposition to the parking structure proposed behind 3711 Long Beach Boulevard (Case # 0606-08). This proposal is not compatible with the nearby residential development which is a mix of predominantly owner-occupied, custom single family homes along with a few duplexes. Our neigborhood deserves better. Thank you.

	Signature	Printed Name	Street Address	City, State & Zip	Area Code Phone #	Council District
	John Oed	JOHN DEAD	3600 PACIFICALE	LB, CA. 90807	(562) 424680	8
9	Charles Hack	CHARLESH. PARKS	3720 PaciFic Av	LB, CA 90807	552 492.932.9	8
V	Stem Altama	SELEN HARMA	3659-3661 Locust	LB, CA 90807	(562) 997-897	
	Attacher Chile	Flances CHURA	3650 Locust	LB, CA 91807	26-284	5
	Vota manie	37.52-Locust	su JB.	C. 90807	56242	
~	ANN	Andy PEREZ	3718 Weston Pl	UB 90807	562-595 8397	84.
~	Dilici,	SANIA CHANTANI	3649 LOUIST AVEN	E L.B. (A 90807	502 438-7518	8
	KleyJohnson	Kalli Johnson	3751 Chastnut	90807		8
~	Mosette Manuela	Doethy Wamuja	242 East Broby Rad	90807		
			<i>J</i>			

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	Signature	Printed Name	Street Address	City, State & Zip	Area Code Phone#	Council District
	re dosmolatos	JEENE HOSMETATOR	3639 Locus, Ade	LONGBEACH CA.	562 121858:	
	Linda Hornaday	Lunda Hornaday	3739 Locust Are	Long Beach Ca	562 426 2357	
	Joseph Bron	SOCELUAR BAASS	3709 Locuston	LONG BEACH	562 427-24	191
	EPOles)	E.P.OLSON	3729 WESTON	L.13.	42777	
Y	Kemberly Ball	Kimberly Bruhl	3107 Locust aug.	LB.	362) 424-85	X
7	Jane Di	JESSE DIAZ	3707 LOCUST AVE.	L.B. 90807	562) 746-9674	
		·				

Subject: Case # 0606-08

Dear Planning Commissioners:

Please note for the record, my objection to the proposed parking structure behind 3711 Long Beach Boulevard. This proposal is not compatible with the nearby residential development which is a mix of predominantly owner-occupied, custom single family homes along with a few duplexes. Our neighborhood deserves better.

Your thoughtful consideration in this matter is greatly appreciated.

Respectfully submitted,

Signature

Michael Kould

Your Name (printed)

3156 fine

908 0 7

Address System 1251

Phone number

Subject: Case # 0606-08

Dear Planning Commissioners:

Please note for the record, my objection to the proposed parking structure behind 3711 Long Beach Boulevard. This proposal is not compatible with the nearby residential development which is a mix of predominantly owner-occupied, custom single family homes along with a few duplexes. Our neighborhood deserves better.

Your thoughtful consideration in this matter is greatly appreciated.

Respectfully submitted,

Signature

Dianna Docton

Your Name (printed)

3737 Locust

Address

Address

Phone number

Subject: Case # 0606-08

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Respectfully submitted,

District Manufa
Signature

More Name (printed)

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Subject: Case # 0606-08

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Your thoughtful consideration in this matter is greatly appreciated.

	Respectfully submitted,
Signeture Janna	
STEUEN G. HARMA Your Name (printed)	
366) Locus T Aus 908 0 7 Address	, LB, CA
(562) 997 - 8977 Phone number	

Case Number: 0606-08

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

Subject: Case # 0606-08

Dear Planning Commissioners:

Please note for the record, my objection to the proposed parking structure behind 3711 Long Beach Boulevard. This proposal is not compatible with the nearby residential development which is a mix of predominantly owner-occupied, custom single family homes along with a few duplexes. Our neighborhood deserves better.

Your thoughtful consideration in this matter is greatly appreciated.

Respectfully submitted,

FRANCISCO VIICAIS

Your Name (printed)

2754 Jocust

Address

Shope number.

Subject: Case # 0606-08

Dear Planning Commissioners:

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Your thoughtful consideration in this matter is greatly appreciated.

Respectfully submitted,

Signature

ANDROS RESPECTFULLY SUBMITTED

Your Name (printed)

37/3 / OCUST

908 5 7

Address

Blo 90 - 1000

Phone number

Subject: Case # 0606-08

Dear Planning Commissioners:

Please note for the record, my objection to the proposed parking structure behind 3711 Long Beach Boulevard. This proposal is not compatible with the nearby residential development which is a mix of predominantly owner-occupied, custom single family homes along with a few duplexes. Our neighborhood deserves better.

Your thoughtful consideration in this matter is greatly appreciated.

Respectfully submitted,

Signature

Amenda (Infa)

Your Name (printed)

37/3 /3cust J., LB, CA

Address

Co2) 572 - 0988

Phone number

Subject: Case # 0606-08

Dear Planning Commissioners:

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Your thoughtful consideration in this matter is greatly appreciated.

	Respectfully submitted,
Signature	
Your Name (printed)	
3707 LOCUST AVE.	, LB, CA
908 <u>0</u> <u>1</u> Address	
562 424-8585	

CITY PLANNING COMMISSION MINUTES

SEPTEMBER 6, 2007

The regular meeting of the City Planning Commission and public hearing convened on September 6, 2007, at 5:00pm in the City Council Chambers, 333 W. Ocean Boulevard, Long Beach, CA.

PRESENT: COMMISSIONERS: Leslie Gentile, Charles Greenberg,

Morton Stuhlbarg, Matthew Jenkins,

Melanie Smith, Phil Saumur

ABSENT: EXCUSED:

None

CHAIRMAN:

Leslie Gentile

STAFF MEMBERS PRESENT:

Suzanne Frick, Director

Greg Carpenter, Planning Manager Angela Reynolds, Advance Planning

Carolyne Bihn, Zoning Officer Jeff Winklepleck, Planner

Jaime Ustin, Planner Larry Rich, Planner

OTHERS PRESENT:

Mike Mais, Deputy City Attorney

Marcia Gold, Minutes Clerk

PLEDGE OF ALLEGIANCE

The pledge of allegiance was led by Commissioner Jenkins.

SWEARING OF WITNESSES

CONTINUED ITEMS

1. Case No. 0606-08, Conditional Use Permit, Standards Variance, ND 23-07

Applicant: The Albert Group Architects
Subject Site: 3711 Long Beach Blvd. (Council District 8)
Description: Certification of Negative Declaration (ND 23-07) and approval of a Site Plan Review, a Conditional
Use Permit and a Standards Variance to allow the
construction of a 233 space parking garage with a front
yard (Locust Avenue) setback of 10'0'' (instead of not less
than 20'0'').

Jeff Winklepleck presented the staff report recommending approval of the requests since the proposed project is unique and attractively designed, and because operational conditions of approval will ensure it has minimal negative impacts on adjacent land uses.

Frank Menlo, President, Century Quality Management, 2900 W. Lincoln, Anaheim, property manager, stated they needed the extra parking created by the diminished setback in order to attract tenants.

In response to a query from Commissioner Greenberg about the current blighted appearance of the building, Mr. Menlo stated that they were awaiting approval of their plans to repair both the exterior and interior areas.

Chairman Gentile expressed concern about the building not meeting the code setback in such a low-scale residential area.

Steve Albert, Albert Group Architects, stated that the reduced setback allowed the removal of some originally planned tandem parking spaces.

John Deats, 3600 Pacific Avenue, objected to the project and claimed that his research of the building's history had revealed that it had been built over strenuous neighborhood objections and that the setbacks and valet parking design had been created in response to this opposition. Mr. Deats also stated that the applicant owned the neighboring property and could turn it into a parking garage for the project.

Mike Kowal, 3756 Pine Avenue, also spoke against the application, saying that the building was a poorly maintained neighborhood eyesore and he did not feel confident an approval would change that in the future. Mr. Kowal added that he felt there were many negative impacts on the neighborhood that had not been addressed in the Negative Declaration, including the safety danger of a single entrance and exit.

Joseph Hoffman, 3722 N. Western Place, adjacent resident, also spoke against the project saying that he was concerned by the blighted nature of the building and felt the new owner should prove his intent to be a good neighbor by improving his attitude towards property improvements.

Andy Perez, 3718 N. Western Place, neighbor, agreed with the previous speakers, adding that he was concerned the applicant

was more focused on additional parking then on upgrading the building.

Commissioner Jenkins said he was mostly concerned about the effects of light and noise of the neighborhood, and commented that he understood that the applicant was trying to bring business into the City but that the project had to be planned carefully with curbside appeal and without offending the neighbors.

Commissioner Greenberg said he felt that if mature trees were planted it would screen the parking structure, and that stringent, enforceable conditions were needed with oversight by the neighbors.

In response to queries from Commissioner Stuhlbarg, Mr. Menlo listed his improvements to the building in the seven years he has owned it, and added he intends on pursuing a better tenant based on planned improvements.

Chairman Gentile said she wanted to see a comprehensive property plan to understand the overall effect of structures on the two adjacent lots owned by the applicant.

Mr. Menlo claimed that it was financially more viable to keep the parking in its current location, and that he would only make money off his investment if it were upgraded.

Commissioner Stuhlbarg remarked that if the applicant was going to spend money to upgrade the property, it could only improve the neighborhood as mitigated.

Commissioner Stuhlbarg moved to certify Mitigated Negative Declaration ND 23-07 and to approve the Site Plan Review, Conditional Use Permit and Standards Variance, subject to conditions.

Commissioner Greenberg contended that he felt there a clash between the high-density aspect of the building next to the single-family neighborhood, but he felt confident leaving it to staff to ensure that the appropriate materials and style were used on the second parcel rather than bring the two back together.

Commissioner Greenberg seconded the motion.

Commissioner Saumur recognized the commercial aspect of the structure and its right to survive and change to be profitable, but he expressed concern about the scale of the building in the residential area, saying he preferred that both lots be used in tandem to keep the project within code.

Commissioner Jenkins observed that the building owner had been remiss in not reaching out to the neighborhood to explain the project.

Commissioner Jenkins made a substitute motion to continue the item to the October 18, 2007 meeting to allow the applicant to revise the plans to illustrate all of the planned improvements. Commissioner Saumur seconded the motion.

Chairman Gentile agreed it would be better to combine the two lots since the variance was not appropriate so close to single-family residences, and she suggested the applicant pursue more efficient options.

Commissioner Greenberg asked staff to meet with the applicant to discuss options like internal parking and not to allow a Certificate of Occupancy until the building improvements were completed.

The question was called and the motion passed 4-2 with Commissioners Stuhlbarg and Gentile dissenting.

REGULAR AGENDA

2. Case No. 0602-14, Site Plan Review

Applicant: Christine Edwards Acting Airport Bureau Mgr. Subject Site: 4100 Donald Douglas Dr. (Council District 5) Description: Site Plan Review for the parking structure associated with the Long Beach Terminal Area improvement project.

Jeff Winklepleck presented the staff report recommending approval of the Site Plan since the project is consistent with the intent of the Land Use Element of the General Plan; maximizes the safety and security of passengers, visitors and tenants; maintains and enhances the current character of the terminal building; and will serve the parking demands of the airport to eliminate dependence on off-site resources.

Attachment #2



CITY OF LONG BEA

DEPARTMENT OF PLANNING & BUILDING

333 W. Ocean Boulevard

Long Beach, CA 90802

(562) 570-6194

FAX (562) 570-6068

October 18, 2007

CHAIRMAN AND PLANNING COMMISSIONERS
City of Long Beach
California

SUBJECT:

Certification of a Negative Declaration (ND 23-07) and approval of a Site Plan Review, a Conditional Use Permit and a Standards Variance to allow the construction of a 233 space parking garage with a front yard (Locust Avenue) setback of 10'-0" (instead of not less than 20'-

0")(Council District 8).

LOCATION:

3711 Long Beach Blvd.

APPLICANT:

The Albert Group Architects

3635 Hayden Avenue Culver City, CA 90232

RECOMMENDATION

Certify the Mitigated Negative Declaration (ND 23-07); and

2. Approve the Site Plan Review, Conditional Use Permit and Standards Variance, subject to conditions.

REASON FOR RECOMMENDATION

- 1. The proposed project is attractively designed and, with the exception of the requested Standards Variance, complies with the development standards of the R-1-N zone.
- 2. Operational conditions of approval relating to maintenance, lighting, noise, etc., will ensure that the proposed project will have minimal negative impacts on adjacent land uses.
- 3. Positive findings can made to grant the Site Plan Review, Conditional Use Permit, and Standards Variance request given the unique type of project.

HISTORY

This project was continued from the September 6, 2007 Planning Commission meeting to allow the applicant to illustrate all of the planned improvements for the existing building.

Staff met on site with the applicant, the architect and the interior designer on September 10, 2007 to discuss the project. Subsequently, the applicant has provided plans that show the proposed exterior improvements on both the Locust Avenue frontage as well as the Long Beach Boulevard frontage and a list that indicates the proposed interior/exterior improvements to the existing building.

The proposed improvements shown on the plans for the Long Beach Boulevard frontage include adding grasscrete patios, a garden wall and greenscreen adjacent to the building, a new planter and a new monument sign. The proposed improvements for the Locust Avenue frontage includes adding a second row of trees to assist with screening the proposed structure, greenscreen and public art.

The proposed improvements listed for the existing building include the following:

Exterior:

- 1. New curtain wall at main entrance and entrance from parking garage to lobby.
- 2. New glazing and spandrel glass at ground floor and mezzanine levels.
- 3. Replace existing monument sign with new sign.
- 4. New plantings at front of building.
- 5. Painting of metal façade at parking level and metal parapet of building.
- 6. Four new column claddings at front of building.
- 7. New decorative exterior sconces and up lighting at columns.
- 8. Cleaning and polishing of existing front walkway and exterior travertine walls.

Interior:

- 1. New security-reception desk in lobby.
- 2. New pendant light fixtures and wall sconces.
- 3. New intermediate posts on railing at mezzanine level.
- 4. New floor finish.
- 5. New paint.
- 6. New floor, wall, and ceiling in elevator cabs.
- 7. New accessible ramp and railing.
- 8. Re-finish existing wood ceiling and office doors in lobby.

The applicant has pulled permits for some of the improvements that include demolition of entry, installation of new curtain wall at entry, new doors to parking garage and replace 2nd floor spandrel glass and glazing.

BACKGROUND

The subject property is a 63,640 (203'x313.5') square foot lot that is developed with a 118,918 square foot, 10-story commercial building, parking structure and surface parking lot. The property is a through lot with frontage on Long Beach Boulevard to the east and Locust Avenue to the west.

Currently, the property has a total of 273 parking spaces in the existing structure that is located adjacent to the building and in the at-grade parking lot on the westerly portion of the lot. Based on the current parking requirements of 4 parking spaces per 1,000 square feet of gross floor area for the first 20,000 square feet of building area and 2 parking spaces per 1,000 square feet of gross floor area thereafter, the 118,918 square foot building would require 565 parking spaces. Therefore, the site has a deficit of 292 spaces.

In addition, of the 273 parking spaces, 132 spaces are in tandem and 45 spaces are in triple-tandem (3-deep) that is non-conforming as the current parking code does not permit tandem parking for commercial uses. Therefore only 96 of the 273 existing parking spaces comply with the parking standards. Combined with the parking deficit, the parking for this project is very inefficient. In fact, the applicant has indicated that the owner of the building is unable to lease a large portion of the building due to the parking deficit.

The proposal consists of a new 233 space, 2-story, 4-level (one subterranean level, two story levels and a roof deck level) parking structure and modification of the existing surface parking lot and existing structure that will result in a net parking increase of 170 spaces for a total of 443 on-site parking spaces.

The project has been reviewed by the Site Plan Review Committee on two different occasions in order to improve the design, minimize the impact of the project on the adjacent neighbors and maintain a functional parking structure. The architectural rhythm of the 25'-0" tall structure is designed to break up the horizontal massing by creating three distinct forms that utilize different colors and textures. In addition, two large raised planters are used to help distinguish two of the forms that, in turn, also help to break up the massing. Finally, the structure incorporates varied setbacks to help create architectural interest as well as incorporating a 16'-0" building step-back adjacent to the duplex to the north and a 3-0" step back at the upper level to also help reduce massing.

Ingress/egress to the project will remain off Long Beach Boulevard. There is no vehicular access from Locust Avenue and the pedestrian access from Locust Avenue is limited to emergency purposes only (see condition #26).

The subject site fronts both the west side of Long Beach Boulevard and the east side of Locust Avenue and is just north of 37th Street (see attached location map). The property has a dual zoning designation of CCA (Community Automobile Oriented District) and R-1-N (Single Family)(see attached location map). The following table provides a summary of the Zoning, General Plan, and land uses surrounding the subject site:

	Zone	General Plan	Existing Use
		LUD #8A (Traditional Retail Strip	
Subject Site	CCA/R1N	Commercial)	Commercial
		LUD #8A (Traditional Retail Strip	Commercial Parking
North	CCA/R1N	Commercial)/LUD#1 (Single Family)	Lot/Duplex
		LUD #8A (Traditional Retail Strip	
South	CCA	Commercial)	Commercial
East	CCA	LUD #8 (Major Commercial Corridor)	Church
West	R1N	LUD #1 (Single Family)	Single Family

CURRENT ACTION REQUESTED

The applicant has requested that the Planning Commission approve a Site Plan Review, a Conditional Use Permit for a and Standards Variance for a 10'-0" front yard setback off Locust Avenue (instead of less than 20'-0") to permit construction of the 233 space, four-level courtesy parking in a residential zone (R-1-N).

The parking structure was designed to provide as much visual interest as possible while maximizing the number of parking spaces. In addition, deep landscape cutouts into the structure were avoided to minimize the potential for becoming public nuisance areas. To be more consistent and considerate of the abutting single story duplex to the north, the northwest corner of the structure steps back to 26'-0" from the Locust Avenue property line after it reaches ten (10) feet in height.

To minimize the noise and light from automobiles, the structure is proposed to be entirely enclosed with the exception of the top level and the stepped-back area at the northwest of the structure. Staff and the Site Plan Review Committee felt that the entire structure with the exception of the top level needs to be enclosed to minimize the impact of the use on adjacent residents (see Condition #27).

In order to approve the Site Plan Review, Conditional Use Permit and Standards Variance request, the Planning Commission is required to make certain findings in support of an approval decision. These findings along with staff analysis are presented below for consideration, adoption and incorporation into the record of proceedings.

SITE PLAN REVIEW FINDINGS

1. 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; AND

The proposed design of the structure incorporates a consistent design theme that is compatible in design, character and scale with the neighboring structures. The architecture is designed to visually break up the structure into three smaller forms that are in keeping with the character of the adjacent residential neighborhood. The overall height of the structure meets the maximum allowable height for the R-1-N district of 25'-0" and the portion of the structure adjacent to the duplex to the north above 10'-0" in height is setback an additional 16'-0" for a total front yard setback of 26'-0" off Locust Avenue. The four-level structure also meets the maximum two-story requirement of the R-1-N zone. The four levels are comprised of one subterranean level, two story levels and one rooftop level that complies with the definition of two-stories per the Long Beach Municipal Code.

2. THE DESIGN CONFORMS TO THE "DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT", THE "DOWNTOWN DESIGN GUIDELINES", THE GENERAL PLAN, AND ANY OTHER DESIGN GUIDELINES OR SPECIFIC PLANS WHICH MAY BE APPLICABLE TO THE PROJECT.

The design conforms to the general plan and the Central Long Beach design guidelines and strategic plan by limiting the parking structure to the maximum height allowed by the R-1-N zone and prohibiting vehicular access to the residentially zoned Locust Avenue.

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

Four (4) mature trees, twenty feet in height or taller, will be removed along the Locust Avenue frontage as a part of the proposed project. These trees include Brazilian Peppers and Eucalyptus. Based on a site evaluation and the proposed project, there is no feasible alternative design that would result in these trees being retained. The applicant is proposing to plant six trees (2x36" box and 4x24" box) to replace the existing trees. Staff feels that additional trees should be planted and Condition #25 has been included which requires that the trees be replaced at a 2:1 ratio for a total of eight (8) trees and that all of the trees be a minimum of 36" box in size.

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

The proposed landscaping and sidewalk improvements that includes lawn area, sidewalk, a portion of a grass-block patio and decorative lighting in the public right-of-way do not exceed the likely impacts of the proposed project coupled with cumulative development.

5. THE PROJECT CONFORMS TO ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT).

Not applicable.

CONDITIONAL USE PERMIT FINDINGS

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

The subject site is located within General Plan Land Use District #8A (Traditional Retail Strip Commercial), and has a zoning designation of R-1-N and CCA. The development of a parking structure to serve an existing, under-parked commercial

building is consistent with both the General Plan and Zoning designation as both anticipate commercial uses and commercial-serving uses.

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

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Negative Declaration of Environmental Impact (ND 23-07) was prepared for this project and is attached for your review.

With the Conditions of Approval incorporated, the use will not be detrimental to the surrounding community. The Conditions of Approval incorporate a number of operational requirements that address potential negative impacts from the proposed use. Approval of the requested Conditional Use Permit will enable the City to enforce these approval conditions and address potential nuisances that may arise in the future.

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

In addition to the above general findings, the following specific conditions pursuant to Zoning Code Section 21.52.221 apply to courtesy parking lots:

1. The proposed site shall adjoin, abut or be adjacent to a commercial district.

The subject property complies with this requirement as it has a dual zoning designation of R-1-N (Single Family) and CCA (Community Automobile-Oriented District) and the abutting property to the south has a CCA zoning designation.

2. The parking lot shall extend no more than one hundred feet (100') into the residential district.

The portion of the dual-zoned property that falls within the R-1-N zoning is approximately 133.5'. With the proposed 10'-0" setback along Locust Avenue, the proposed parking structure will extend 123.5' +/- into the residential zone. Staff is recommending that the Planning Commission waive this requirement because the additional 23.5' is necessary to maintain the feasibility and function of the proposed project. If the structure were reduced to meet the requirement, it would eliminate up to 80 parking spaces as currently configured.

3. A six foot six inch (6'6") solid fence or wall and a five foot (5') wide landscaping buffer shall be provided along any property line abutting a residential use.

The parking structure is fully enclosed at grade level with a minimum 10'-0" solid wall and the project provides a 5'-0" landscape buffer along the north property line adjacent to the single-family residence. In addition, there is an existing 6'-0" block wall along the north property line.

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 improvements on the site are physically unique when compared to other sites in the same zone in that it is zoned both R-1-N and CCA with an existing 118,918 square foot commercial building, parking structure and surface courtesy parking lot. The project is severely under-parked and, as a result, the building is underutilized. The proposed structure meets all of the physical requirements of the R-1-N zone with the exception of the requested Standards Variance for a front yard of 10'-0" (instead of not less than 20'-0") off Locust Avenue. The actual setback of the structure varies from 10'-0" to 13'-0" and is compatible with the front yard setbacks of the surrounding residential projects which range from 10'-0" to 25'-0".

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 unique situation that causes the applicant to experience hardship that deprives the applicant of a substantial right to use of the property as other uses in the same zone are used includes the subject property being zoned both R-1-N and CCA and the site being developed with a large, under-parked commercial building. The building has a parking deficiency of 292 parking spaces and the existing parking is inefficient as it includes 167 of the 273 existing spaces as either tandem or triple tandem.

The residential structures in the area have varied front yard setbacks ranging from 10'-0" to 25'-0". In addition, the property to the south is also a through lot with a zoning designation of CCA and the commercial buildings have a 10'-0" setback off Locust Avenue. Therefore, the granting of the Standards Variance will not constitute a grant of special privilege.

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

With the incorporation of the conditions of approval, the variance will not cause substantial adverse effects upon the community. The subject dual-zoned property serves as a transition zone between the Long Beach Boulevard commercial

corridor, the commercial property to the south and the residential properties to the north and west. The proposed 10'-0" minimum setback of the structure off Locust Avenue will result in a more functional parking structure and the fully enclosed structure, with the exception of the top level, will minimize the noise, light and odor impacts on the surrounding residents. In addition, because the actual setback ranges from 10'-0" to 13'-0" it is compatible with the setbacks of the surrounding properties that range from 10'-0" to 25'-0".

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 within the Coastal Zone.

PUBLIC HEARING NOTICE

A total of 72 Public Hearing Notices were mailed on August 2, 2007 to all owners of properties within a 300-foot radius of the project site, the Los Cerritos NIA, Bixby Knolls BIA, Cal Heights Neighborhood Association, Bixby Highlands NIA and the elected representative of the 8th Council District.

COMMUNITY MEETINGS

A community meeting was held by Councilmember Rae Gabelich on April 3, 2006 to elicit public comments. Project updates were supplied to the neighborhood groups via the West Central Community Newsletter.

This project was originally scheduled to be heard at the August 16, 2007 Planning Commission. However, the applicant requested a continuance to present the revised project plans to the community groups for their review and comment. The meeting took place on August 30, 2007, after this report was written, and staff will update the Planning Commission at the hearing.

REDEVELOPMENT REVIEW

The project site is located in the Central Long Beach Redevelopment Project Area. The project is consistent with the Central area Redevelopment Plan, Central Long Beach Strategic Guide and design guidelines.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Negative Declaration of Environmental Impact (ND 23-07) has been prepared for this project, and is attached for your review.

IT IS RECOMMENDED THAT THE PLANNING COMMISSION:

Certify Negative Declaration (ND 23-07) and approve a Site Plan Review, Conditional Use Permit, and Standards Variance, subject to conditions.

Respectfully submitted,

SUZANNE M FRICK

DIRECTOR OF PLANNING AND BUILDING

JEFF WINKLEPLECK

PLANNER

Approved:

CAROLYNE BIHN

ZONING ADMINISTRATOR

CB:jw

Attachments:

- 1. Conditions of Approval
- 2. Negative Declaration
- 3. Location Map
- 4. Photographs
- 5. Plans

Conditions of Approval Case No. 0606-08 Date: 10/18/07

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CONDITIONS OF APPROVAL SITE PLAN REVIEW/ CONDITIONAL USE PERMIT/STANDARDS VARIANCE

Case No. 0606-08 Date: October 18, 2007

- 1. This permit and all development rights (Site Plan Review, Conditional Use Permit, Standards Variance) hereunder shall terminate one year from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced or a time extension is granted, based on a written and approved request submitted prior to the expiration of the one year period as provided in Section 21.21.406 of the Long Beach Municipal Code.
- 2. This approval shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the Conditions of Approval Acknowledgment Form supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days form the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date). Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval to the satisfaction of the Zoning Administrator.
- 3. 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.
- 4. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions, which are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
- 5. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Planning and Building Department. These conditions must be printed on the site plan or a subsequent reference page.

Conditions of Approval Case No. 0606-08 Date: 10/18/07

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- 6. The developer must comply with all mitigation measures of the applicable Environmental Review (ND 23-07) prior to the issuance of a Certificate of Occupancy. These mitigation measures, if applicable, must be printed on all plans submitted for plan review.
- 7. The Director of Planning and Building is authorized to make minor modifications to the approved concept design plans or any of the conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions. Any major modifications shall be reviewed by the Planning Commission.
- 8. Site development, including landscaping, shall conform to plans approved on file in the Department of Planning and Building. At least one set of approved plans containing Planning, Building and 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.
- 9. Prior to the issuance of a building permit, the applicant must depict all utility apparatus such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. This plan shall be submitted after consultation with the utility providers. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, this equipment shall be properly screened by landscaping or any other screening method approved by the Director of Planning and Building.
- 10. Approval of this development 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 levels standards, including, but not limited to, sewer capacity charges, Park Fees, and Transportation Impact Fees.
- 11. 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 façades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).
- 12. Any graffiti found on site must be removed within 24 hours of its appearance.
- 13. All parking areas shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent or abutting residential buildings or neighborhoods pursuant to Section 21.41.259. A photometric study

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shall be submitted to the Planning and Building Department for verification of compliance.

- 14. The Applicant and/or successors is encouraged to utilize and incorporate energy conserving equipment, lighting and related features with the project to the greatest extent possible.
- 15. All rooftop equipment shall be fully screened from public view. Said screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If screening is not specifically designed into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved by the Director of Planning and Building prior to the issuance of a building permit.
- 16. Adequately sized trash enclosure(s) shall be designed and provided for this project as per Section 21.46.080 of the Long Beach Municipal Code. The designated trash area shall not abut a street or public walkway and shall be placed at an inconspicuous location on the lot.
- 17. Separate permits are required for signs, fences, retaining walls, trash enclosures, flagpoles, pole-mounted yard lighting foundations and planters.
- 18. 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.
- 19. Applicant shall file a separate plan check submittal to the Long Beach Fire Department for their review and approval prior to the issuance of a building permit.
- 20. All structures shall conform to Building Code requirements. Notwithstanding this review, all required permits from the Building and Safety Bureau must be secured.
- 21. 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 additional information, contact Officer Eduardo Reyes at (562) 570-5805.
- 22. 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

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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.

- 23. Lighting of the structure shall be designed to prevent light trespass. This shall include, but not be limited to, utilizing full cut-off fixtures and locating light poles and wall packs in appropriate locations. In addition, the structure shall be designed to minimize glare and light trespass from vehicles by enclosing the structure on the north, south and west sides. A photometric study shall be submitted to the Department of Planning and Building. If, after construction is completed, glare or light trespass issues exist, the applicant shall take additional measures to correct the problem.
- 24. Prior to City approval of any plans, the applicant shall submit a complete landscape and irrigation plan of the proposed landscaping. Irrigation and landscape design shall be for moderate to drought tolerant plant. All new trees, shrubs, vines, and ground cover shall be identified and the size, quantity and location shall be shown on the plans.
- 25. The applicant shall install a minimum of eight (8), 36" box trees along the Locust Avenue frontage to the satisfaction of the Director of Planning and Building.
- 26. Pedestrian access to the site from Locust Avenue is limited to emergency access only.
- 27. The parking structure shall be fully enclosed on the north, south and west to minimize the impact of vehicular noise, lights and odors.
- 28. Prior to the release of a grading permit, the applicant shall prepare and submit a Storm Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.
- 29. Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities.

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- 30. 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 the exterior facades of the buildings and all landscaping surrounding the building including all public parkways.
- 31. The landscape area on Locust Avenue shall be maintained on a weekly basis to the satisfaction of the Director of Planning and Building. This shall include, but not be limited to the following:
 - The area shall be kept free from litter
 - All grass must be kept mowed and green
 - All trees, plants and shrubs must be trimmed and maintained
 - Any plant material that dies shall be replaced with similar sized planting if the plant dies within 7 days
- 32. The applicant shall comply with the following conditions to the satisfaction of the Public Works Department:

PUBLIC RIGHT-OF-WAY

- The design of a landscape buffer (yet to be determined) may affect standard improvements to the Locust Avenue sidewalk and parkway. The Department of Public Works shall review and approve any changes to the public space along this frontage, which may result in additional requirements such as the dedication of additional sidewalk right-of-way and/or the recordation of an installation and maintenance agreement.
- The Developer shall construct all 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 sidewalk area is
 necessary to satisfy ADA requirements, the additional right-of-way shall be
 provided.

ENGINEERING BUREAU

- Demolition and reconstruction of curb and gutter, driveways, sidewalks, wheelchair ramps, roadway and alley pavements, removal and relocation of utilities, traffic signal modifications and installations, traffic striping and signing, street tree removals and plantings in the public right-of-way, shall be performed under Public Works street improvement permit. Permits to perform work within the public right-of-way must be obtained from the Public Works counter, 10th Floor of City Hall, 333 West Ocean Boulevard, telephone (562) 570-6784.
- All work within the public right-of-way shall be performed by a contractor holding a valid State of California contractor's license and City of Long Beach Business

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License sufficient to qualify the contractor to do the work. The contractor shall have on file with the City Engineer Certification of General Liability insurance and an endorsement evidencing minimum limits of required general liability insurance.

- 5. 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.
- 6. The Developer shall remove unused driveways and replace with full-height curb, curb gutter, and sidewalk. 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.
- 7. The Developer shall provide for the resetting to grade of existing manholes, pullboxes, and meters in conjunction with the required off-site improvements to the satisfaction of the Director of Public Works.
- 8. The Developer shall provide for new street trees with root barriers and irrigation on Locust Avenue, adjacent to the project site. The Developer and/or successors shall privately maintain all street trees, landscaping and sprinkler systems required in connection with this project.
- 9. The Developer shall submit a drainage plan and 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.
- 10. 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 Left-click on the Construction General Permit 99-08-DWQ link.
- 11. After completion of the required off-site improvements, the Developer or project representative shall contact the Engineering Bureau to initiate the process of clearing any Public Works holds attached to the development project. Contact Jorge M. Magaña, Civil Engineering Associate, at (562) 570-6678.

Date: 10/18/07

Page 7

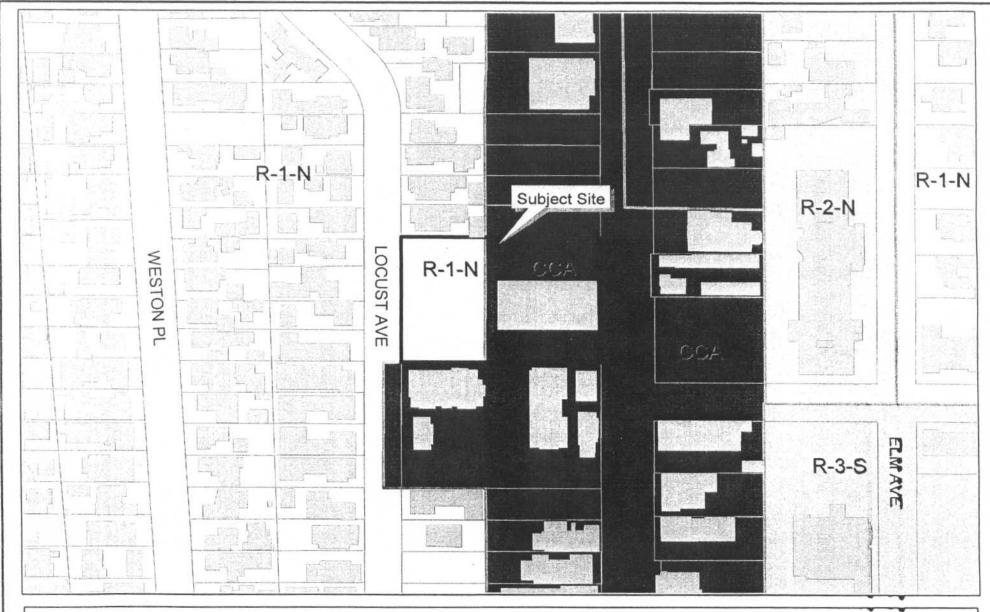
TRAFFIC & TRANSPORTATION BUREAU

- 12. Vehicular access to this site as developed is inadequate. No development that increases vehicular trips through the existing driveway can be permitted. If primary access is provided through the driveway to the south, the north driveway can be maintained for right-turn in and right-turn out traffic only. A left-turn barrier may be required. Additional signage and changes to the street striping are the responsibility of the Developer, and shall be installed to the satisfaction of the City Traffic Engineer.
- 13. 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.
- 14. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
- 15. 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.).
- 33. 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.
- 34. The seating area in the landscape area along Locust Avenue shall be removed.
- 35. A construction mitigation plan shall be submitted and approved by the Director of Planning and Building prior to the issuance of a building permit. The plan shall include measures to reduce construction impacts that include, but are not limited to, construction hours, office parking, and the staging of construction materials to residential properties on Locust Avenue.
- 36. A minimum 6' high parapet, as measured from the roof deck side of the parking structure, shall be designed and installed to the satisfaction of the Director of Planning and Building.

Date: 10/18/07

Page 8

- 37. A trellis system for vine planting or other treatment shall be installed along the first level of the exterior of the parking structure along Locust Avenue to reduce the potential for graffiti to the satisfaction of the Director of Planning and Building.
- 38. Graffiti coating shall be applied to all exterior surfaces of the parking structure that are visible from a public right of way to the satisfaction of the Director of Planning and Building. If graffiti occurs, removal shall occur within 24 hours.
- 39. There shall be no charge for use of the parking structure. If the applicant and/or successors requests a change to this condition, the Modification request shall be considered by the Planning Commission at a public hearing.
- 40. The hours of operation for the new parking structure shall be limited to 6:00 a.m. to 7:00 p.m. No vehicle will be permitted to enter or exit the structure before 6:00 a.m. or after 7:00 p.m.
- 41. If problems related to noise, loitering, glare, security or other similar issues arise, the Director of Planning and Building is authorized to implement additional conditions related to the use of the roof level of the parking structure.
- 42. Prior to issuance of a Certificate of Occupancy, any missing street trees along the Locust Avenue frontage adjacent to the project site shall be replaced to the satisfaction of the Director of Public Works.
- 43. The commercial property, both the parking structure and the office building, shall be adequately maintained to include, but not be limited to:
 - · Removal of graffiti within 24 hours
 - · Clean and graffiti free windows
 - · Upkeep and replacement of site landscaping
 - Upkeep and replacement of the irrigation system
 - Upkeep and maintenance of the exterior facade
- 44. The applicant shall install public art in the area along Locust Avenue as indicated on the plans to the satisfaction of the Director of Planning and Building prior to issuance of the Certificate of Occupancy.
- 45. Exterior and lobby improvements shall be completed to the satisfaction of the Director of Planning and Building prior to the issuance of the Certificate of Occupancy.

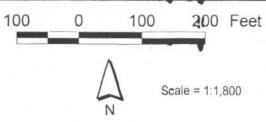




SUBJECT PROPERTY:

3711 Long Beach Blvd. Case No. 0606-08 Council District 8 Zone: CCA and R-1-N





Department of Planning & Building | Community Design & Development Division | SK

3707 Cedar Avenue Long Beach, CA 90807 August 4, 2007

City of Long Beach
Department of Planning and Building
333 West Ocean Blvd.
Long Beach, CA 90802

Dear sir or madam:

Thank you for your Notice of Public Hearing received yesterday. I am sorry that we did not receive it sooner but will try to comply with procedure for presenting written testimony for distribution deadline. I was also unable to reach the appropriate person, Jeff Winklepleck, for more information yesterday. I left a voice mail message at 3:00 p.m. Therefore, I will assume that the Project Location address given on the hearing notice at 3711 Long Beach Blvd. is in error and should be 3701 Long Beach Blvd.

My concern is that a Standard Variance to permit a 10' setback (instead of not less than 20'). Locust Avenue in the 3700 block is a residential neighborhood. It is negatively invasive (including traffic noise and other pollution) for commercial buildings on Long Beach Boulevard to extend into the neighborhood on Locust.

It is my experience also that these commercial buildings and parking lots are not only are unsightly but are poorly maintained on Locust Avenue. I have repeatedly picked up litter (including finally returning a shopping cart to the store myself) from the 10' setback at the high rise building at 3711 Long Beach Blvd. The overhanging trees impede the walkway. Their landscape service seems to be limited in doing regular upkeep only on cutting the grass on the parkway. I have both talked to their management in person and by phone over the years about this upkeep.

It is also my observation that given the neglected appearance of these setbacks, people more freely permit their dogs to foul these lots.

It would be my recommendation that there not only be a 20' setback but that the property that extends to Locust Avenue be changed to residential zone for housing as currently exists at the adjoining lot at 3650 Locust Avenue.

Thank you for your attention and consideration.

Sincerely,

Gweh (Mrs. Harry W.) White Owner 3720-3722 Locust Avenue

1975 to current date

cc Rae Gabelich

1B. Case No. 0707-27, Conditional Use Permit, CE 07-209

Applicant: Nancy Chincilla-Mas
Subject Site: 1100 Iroquois Avenue (Council District 3)
Description: Request for approval of a Conditional Use
Permit to allow an electronic message center sign with a
waiver for the minimum allowable distance to residential
districts.

Approved the Conditional Use Permit subject to conditions.

CONTINUED ITEMS

*

 Case No. 0606-08, Conditional Use Permit, Standards Variance, NC 23-07

Applicant: The Albert Group Architects
Subject Site: 3711 Long Beach Blvd. (Council District 8)
Description: Certification of Negative Declaration (ND 23-07) and approval of a Site Plan Review, a Conditional
Use Permit and a Standards Variance to allow the construction of a 233 space parking garage with a front yard (Locust Avenue) setback of 10'0'' (instead of not less than 20'0'').

Jeff Winklepleck presented the staff report recommending approval of the project since it was attractively designed with operational conditions of approval and because positive findings could be made to grant the Site Plan Review, Conditional Use Permit and Standards Variance given the unique type of project.

Commissioner Durnin noted that he had reviewed the tapes of the previous hearing in order to participate in this one.

Commissioner Saumur noted that he had examined the site and the only changes he had noticed were the addition of trees and improvements in the lobby and front areas. Mr. Saumur stated he did not feel that the scale of the project was appropriate to the neighborhood.

Steve Albert, 3635 Hayden Avenue, Culver City, project architect, showed the proposed elevations of the project saying that they had removed the benches in response to neighborhood input.

Brenda Bell, 3101 Ocean Park Blvd, Santa Monica, detailed the improvements done to the building with corridors of trees similar to those at the nearby church.

Gwen White, 3707 Cedar Avenue, adjacent property owner, said she objected to the additional level of parking.

In response to a query from Commissioner Saumur about the adjacent lot owned by the applicant, Mr. Carpenter said staff was not in agreement that the highest and best use of the adjacent property would be for parking.

Commissioner Smith expressed discomfort with the reduced setback, and moved to deny the requests.

Commissioner Greenberg remembered that the City wanted Long Beach Boulevard to be a major commercial corridor with non-residential zoning as a barrier to the residential area to the west. Mr. Greenberg said he felt these were two inconsistent uses that would always create problems, making it extremely difficult to reconstitute Long Beach Boulevard. Mr. Greenberg said this project was not most adept way to go about it but he felt they'd done the best they could and he could not support the motion.

Commissioner Saumur said he realized the need to improve commercial buildings to gain tenants but that the neighbors' voiced concerns had not been sufficiently addressed.

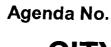
Chairman Gentile seconded the motion.

Ms. Gentile said she understood the applicant's need for more parking but felt there was parking potential elsewhere, and a four-story structure in this residential area was not the answer, and had not been resolved architecturally for its setting.

The question was called, and the motion passed 4-1 with Commissioner Greenberg dissenting.

At the suggestion of City Attorney Mais, the motion was reworded to allow the applicant to return on appeal for up to one year.

Commissioner Smith moved to deny the requests without prejudice, directing staff to return with findings to support the denial. Chairman Gentile seconded the revised motion, which passed unanimously.



Case No.

Attachment #3

CITY OF LONG BE

DEPARTMENT OF PLANNING & BUILDING

333 W. Ocean Boulevard

Long Beach, CA 90802

(562) 570-6194

FAX (562) 570-6068

November 1, 2007

CHAIRMAN AND PLANNING COMMISSIONERS
City of Long Beach
California

SUBJECT:

Certification of a Negative Declaration (ND 23-07) and approval of a Site Plan Review, a Conditional Use Permit and a Standards Variance to allow the construction of a 233 space parking garage with a front yard (Locust Avenue) setback of 10'-0" (instead of not less than 20'-

0")(Council District 8).

LOCATION:

3711 Long Beach Blvd.

APPLICANT:

The Albert Group Architects

3635 Hayden Avenue Culver City, CA 90232

RECOMMENDATION

Adopt the revised findings and deny a Site Plan Review, Conditional Use Permit, and Standards Variance without prejudice.

BACKGROUND

At the October 18, 2007 Planning Commission meeting the Commission directed staff to prepare findings for denial without prejudice for a proposed 233 space parking structure.

In order to deny the Site Plan Review, Conditional Use Permit and Standards Variance request, the Planning Commission is required to make certain findings in support of a denial decision. These findings along with staff analysis are presented below for consideration, adoption and incorporation into the record of proceedings.

SITE PLAN REVIEW FINDINGS

1. 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; AND

The proposed design of the structure is not compatible in design, character or scale with the neighboring structures. Although the height of the structure meets the

maximum allowable height for the R-1-N district of 25'-0", the overall massing and commercial nature of the building are not compatible with the residential design, character, or scale of the adjacent neighborhood.

2. THE DESIGN CONFORMS TO THE "DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT", THE "DOWNTOWN DESIGN GUIDELINES", THE GENERAL PLAN, AND ANY OTHER DESIGN GUIDELINES OR SPECIFIC PLANS WHICH MAY BE APPLICABLE TO THE PROJECT.

The design does not conform to the Central Long Beach Design Guidelines and Strategic Plan, as it does not maintain the existing low-rise low-density feel of the adjacent residential neighborhood. In addition, the proposal does not conform with the goals of the Strategic Plan's Areawide Residential Strategy to increase the supply of housing stock, provide workforce housing, reduce overcrowding, and preserve, upgrade or enrich the livability of the adjacent residential neighborhood.

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

The design will result in the removal of four (4) mature trees, twenty feet in height or taller, along the Locust Avenue frontage. An alternative design that does not result in the removal of the trees is possible. Therefore, the project does not comply with this requirement.

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

The proposed landscaping and sidewalk improvements that includes lawn area, sidewalk, a portion of a grass-block patio and decorative lighting in the public right-of-way do not exceed the likely impacts of the proposed project coupled with cumulative development.

5. THE PROJECT CONFORMS TO ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT).

Not applicable.

CONDITIONAL USE PERMIT FINDINGS

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

The subject site is located within General Plan Land Use District #8A (Traditional Retail Strip Commercial), and has a zoning designation of R-1-N and CCA. The

development of a parking structure to serve an existing, under-parked commercial building is consistent with both the General Plan and Zoning designation as both anticipate commercial uses and commercial-serving uses with the exception of the proposed Standards Variance.

The design does not conform to the Central Long Beach Design Guidelines and Strategic Plan, as it does not maintain the existing low-rise low-density feel of the adjacent residential neighborhood. In addition, the proposal does not conform with the goals of the Strategic Plan's Areawide Residential Strategy to increase the supply of housing stock, provide workforce housing, reduce overcrowding, and preserve, upgrade or enrich the livability of the adjacent residential neighborhood.

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

The proposed parking structure would negatively impact the quality of life for the adjacent residential community based on the proposed massing, design and commercial nature of its use.

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

In addition to the above general findings, the following specific conditions pursuant to Zoning Code Section 21.52.221 apply to courtesy parking lots:

1. The proposed site shall adjoin, abut or be adjacent to a commercial district.

The subject property complies with this requirement as it has a dual zoning designation of R-1-N (Single Family) and CCA (Community Automobile-Oriented District) and the abutting property to the south has a CCA zoning designation.

2. The parking lot shall extend no more than one hundred feet (100') into the residential district.

The portion of the dual-zoned property that falls within the R-1-N zoning is approximately 133.5'. With the proposed 10'-0" setback along Locust Avenue, the proposed parking structure will extend 123.5' +/- into the residential zone. The proposed project is not in compliance with this requirement.

3. A six foot six inch (6'6") solid fence or wall and a five foot (5') wide landscaping buffer shall be provided along any property line abutting a residential use.

The proposed parking structure is fully enclosed at grade level with a minimum 10'-0" solid wall and the project provides a 5'-0" landscape buffer along the north property line adjacent to the single-family residence. In addition, there is an existing 6'-0" block wall along the north property line.

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 site or the improvements on the site are not physically unique when compared to other sites in the same zone. The lot is rectangular in shape which is typical for the similarly zoned properties and does not have unique topography or other unique physical features. Neither the existing commercial building nor the existing surface parking lot is physically unique in nature.

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.

A unique situation does not exist for this site that would cause the applicant to experience hardship that deprives the applicant of a substantial right to use of the property as other uses in the same zone. The dual zoning and under-parked commercial building are not sufficient justifications to grant the Standards Variance for the proposed reduced setback (10'-0" instead of not less than 20'-0"). Therefore, the granting of the Standards Variance would constitute a grant of special privilege.

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

The proposed front yard Setback Variance (10'-0" instead of not less than 20'-0") could result in substantial adverse effects upon the community. Reducing the front yard setback by 10'-0" and allowing the parking structure to encroach further into the residential neighborhood would negatively impact the residential character of the area due to the massing, design and commercial nature of the parking structure.

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 within the Coastal Zone.

IT IS RECOMMENDED THAT THE PLANNING COMMISSION:

Adopt the revised findings and deny a Site Plan Review, Conditional Use Permit, and Standards Variance without prejudice.

Respectfully submitted,

SUZANNE M FRICK

DIRECTOR OF PLANNING AND BUILDING

JEFF WINKLEPLECK

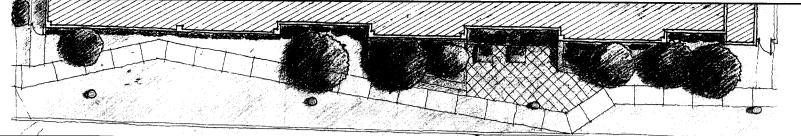
PLANNER

Approved:

CAROLYNE BIHN

ZONING ADMINISTRATOR

CB:jw



BLVD. PARKING GARAGE

LONG BEACH, CA

•

T.O.WALL

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0.-0.

KEYNOTES

ELEVATION CALLOUTS

WALL TYPE

CEILING HEIGH

SYMBOL LEGEND 1 GRID BUBBLE 101A DOOR CALLDUT W 101A WINDOW CALLOUR OFFICE 100 ROOM NAME ROOM NUMBER WALL SECTION DETAIL NUMBER SHEET MUMBER



ATCHOR BOLT ANCHOR BOLT ASSIMALTE ACOUSTICAL ACOUSTICAL ACRES AREA DRAIN ALUMENTA ASSIMALT THE ABOVE FRIGHT FLOOR ABOVE FRIGHT SURFACE ABOVE FRIGHT SURFACE

ABBREVIATIONS JANITOR JOIST JOINT

KEENE'S CEMENT MINIMUM MASONRY MAXINUM MECHANICAL MEMBRANE METAL MANUSCELLANEOUS MASONRY OPENING MOISTURE RESISTANT MANUSCELLANEOUS MASONRY OPENING MOISTURE RESISTANT MANUSCELLANEOUS

NOT IN CONTRACT NUMBER NOMINAL NOT TO SCALE

RISER RADIUS REINFORCING RESILENT ROOF DRAIN S.C. SHT. SHT. SHT. STD. STD. STRUCT. S.S.S.P. SPECS. STOR. S.T.C. S.F. SSD

TEAR.
TAG
TOC.
TOP.
THRU
TEMP.
TOP.
T.O.P.

Ü.O.N.

W/ WAINS W.C. WD. WH WP

TELEPHONE
TERRAZZO
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TOP OF WALL
TYPICAL
THROUGH
TEMPERED
TOP OF PARAPET
TREAD
TOP OF PLATE

URINAL UNLESS OTHERWISE NOTED WITH WAINSCOT WATER CLOSEF WOOD WATER HEATER WATERPROOF

PROJECT DIRECTORY

OWNER

ARCHITECT

LANDSCAPE

LIGHTING

4221 WILSHIRE BLVD SUITE 210 LOS ANGLES, CA 91350 T 323_937_1050 F 323 937 0998 THE ALBERT GROUP ARCHITECTS 3635 HAYDEN AVENUE CULVER CITY, CALIFORNIA 90232

CENTURY QUALITY MANAGMENT

T 310 837 8863 F 310_837_8776 HIRSCH & ASSOCIATES

2221 EAST WINSTON ROAD, SUITE A ANAHEIM, CA. Y 714_776_4340

FOX + FOX DESIGN 134 MAIN STREET, SUITE A SEAL BEACH, CA. 90740 T 562_799_8488

VICINITY MAP





PROJECT DATA

(NOTE: FOR MORE DETAILED PROJECT DATA, SEE SHEET A1.0)

ZONING

ZONING: R-1-N

USE

NEW USE: COURTESY PARKING STRUCTURE EXISTING USE: OFFICE / MEDICAL OFFICE

BUILDING AREA

EXISTING LEASABLE BUILDING AREA: 112,970 S.F.
EXISTING PARKING GARAGE AREA: 51,752 S.F.
PROPOSED ADDITIONAL PARKING GARAGE AREA: 56,295 S.F.

PARKING

REQUIRED PARKING 565 SPACES EXISTING PARKING COUNT: 273 SPACES PROPOSED PARKING COUNT: 443 SPACES

NET PARKING INCREASE: 170 SPACES

SHEET DIRECTORY

A0.0-TITLE SHEET

ARCHITECTURAL

GENERAL

A1.0-CONTEXT PLAN A1.1-SITE PLAN A2.0-EXISTING GARAGE PLANS

A2.1-EXISITING GARAGE PLANS
A2.2-GROUND LEVEL PLAN (PROPOSED)
A2.3-SECOND LEVEL PLAN (PROPOSED)

A2.4-THIRD LEVEL PLAN (PROPOSED)
A2.5-FOURTH LEVEL PLAN (PROPOSED)
A3.0-BUILDING SECTIONS
A4.0-ELEVATIONS

AR.1-ARCHITECTURAL RENDERINGS

LP1-PLANTING PLAN

LANDSCAPE

LT1.1-LIGHTING PLAN

LIGHTING

LB. 3711 L.B.
27711 L.B.
27711 LOGG SEACH SEVEL.
26001 TAKES SEVEL.
26001 TAKES SEVEL
27111 SAFET

GARAGE

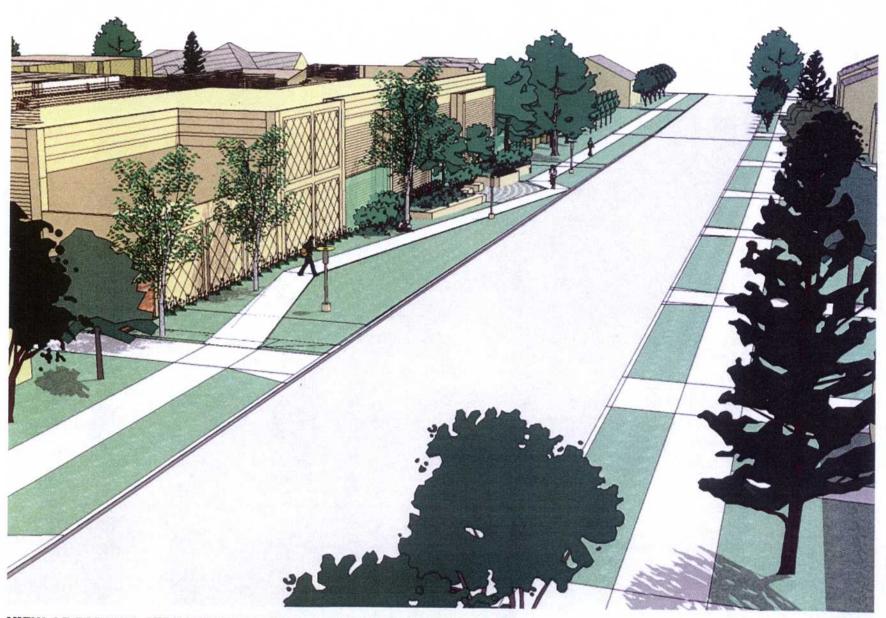
PARKING

BLVD.

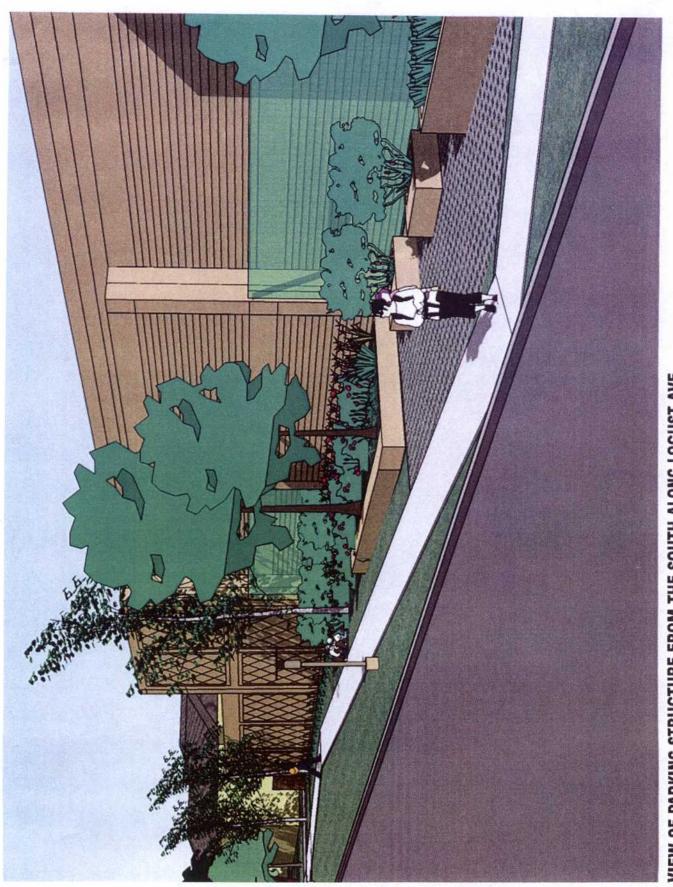
rouparchitects albert

25260

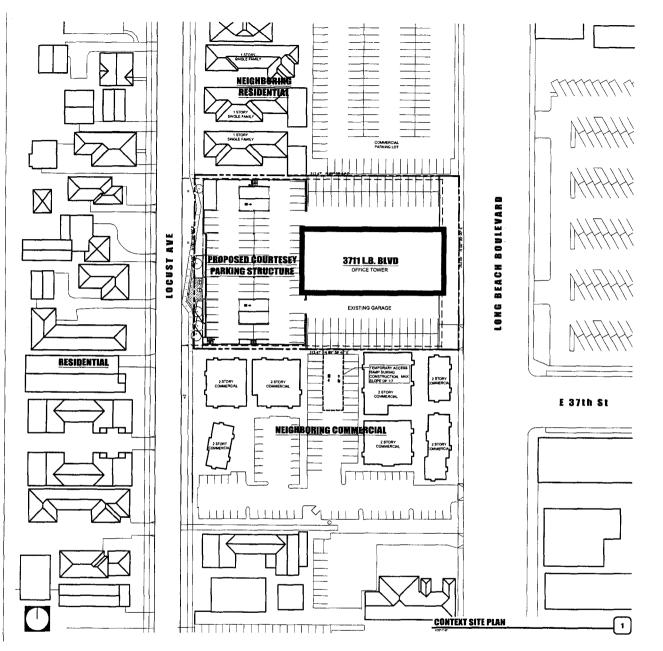
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VIEW OF PARKING STRUCTURE FROM THE NORTH ALONG LOCUST AVE.



VIEW OF PARKING STRUCTURE FROM THE SOUTH ALONG LOCUST AVE.



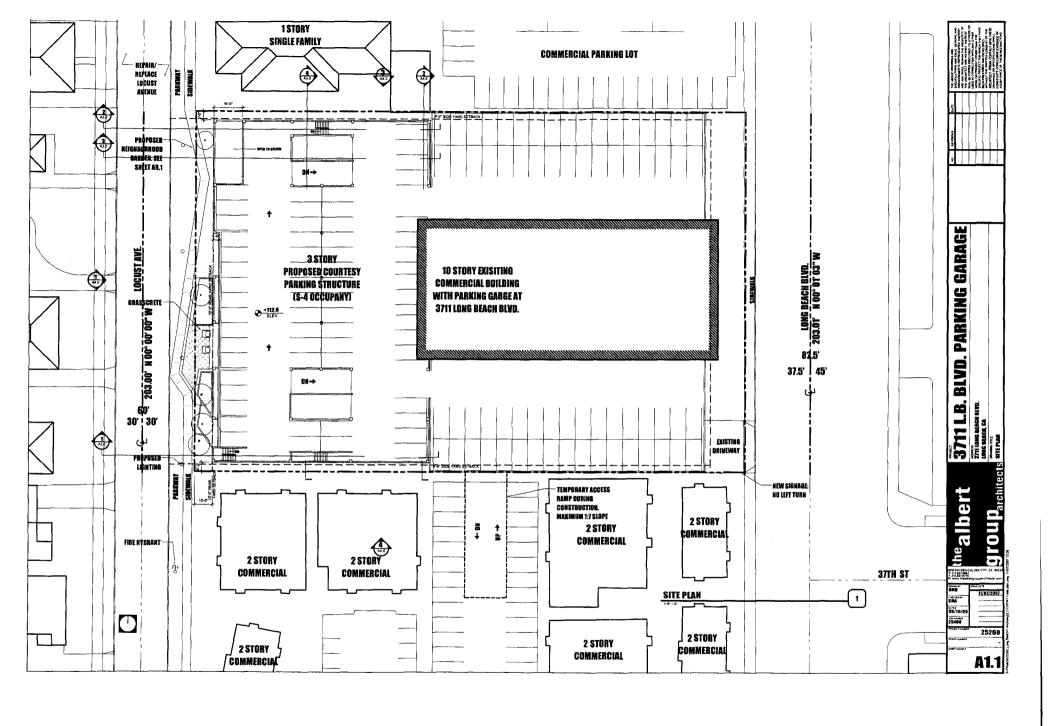
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SECOND LEV	EL			10	745 S.F.	10,207 S.F.	
THIRD LEVEL				0 :	S.F.	0 S.F.	
FOURTH LEVI	L				518 S.F.	12,842 S.F.	
FIFTH LEVEL					518 S.F.	12,842 S.F.	
SIXTH LEVEL SEVENTH LEV					518 S.F. 518 S.F.	12,842 S.F. 12,842 S.F.	
EIGHTH LEVE					13,518 S.F. 12,64		
MINTH LEVEL					518 S.F.	12,842 S.F.	
TENTH LEVEL	_	13,	12,842 S.F.				
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GROUND LEV					242 S.F.	D S.F.	
SECOND LEVEL					21,120 S.F. 0		
THIRD LEVEL					363 S.F.	18,996 S.F.	
TOTAL				51,	752 S.F.	18,996 S.F.	
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	ARAGE SPACE B	Y LEVEL			CLOSED	UNENCLOSE	
GROUND LEV					518 S.F.	0 S.F.	
SECOND LEVEL	il .				518 Ş.F.	0 S.F.	
THIRD LEVEL				11,259 S.F.		11,259 S.F.	
TOTAL					F. 295 S.F.	11,259 S.F. 22,518 S.F.	
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	ROSS ENCLOSED			56,295 S.F.			
	BUILDING AREA					226.965 S.F	
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			;A)			3.07	
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	LEASABLE BLDG, AREA		REQUIP			PARKING ED	
	BLDG, AREA	OFFICE AND MED. OFFICE		ES PER		KING SPACES	
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18,918 S.F.	112,970 S.F.	OFFICE AND MED. OFFICE DES UTILITY, EL	5 SPAC 1,000 S	ES PER	565 PAR REQUIR	KING SPACES ED IND RESTROOMS	
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18,910 S.F. HOTE: LEASAR EXISTING EXISTING GAR PROUND LEVE ECOND LEVE	112,970 S.F. BLE AREA EXCLUIG PARKING AGE PARKING BY	OFFICE AND MED. OFFICE DES UTILITY, ELI	5 SPAC 1,000 S	EXISTII CONDI 49 SP/	S65 PAR REQUIR WELLS A WELLS A FIGN ICES	WITH PROPOSED MODIFICATION 27 SPACES	
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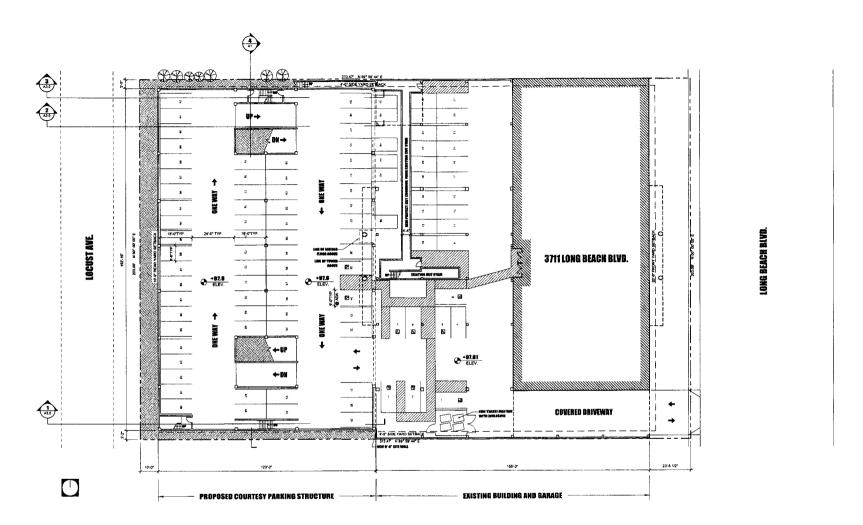
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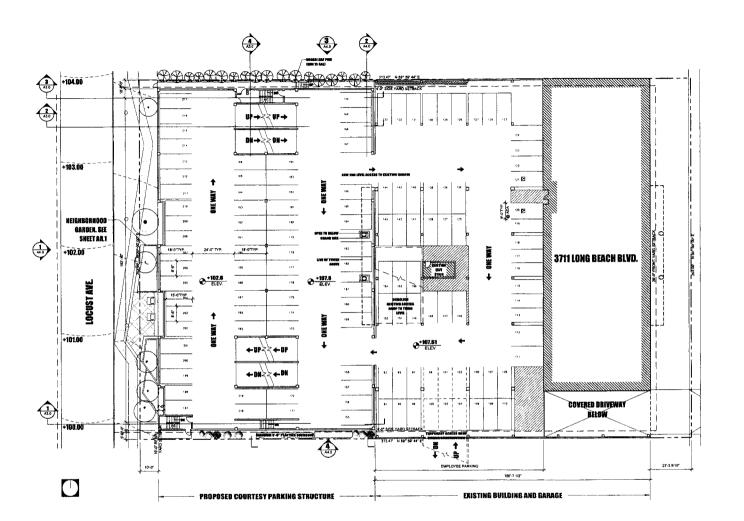


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GROUND LEVEL PLAN (PROPOSED)

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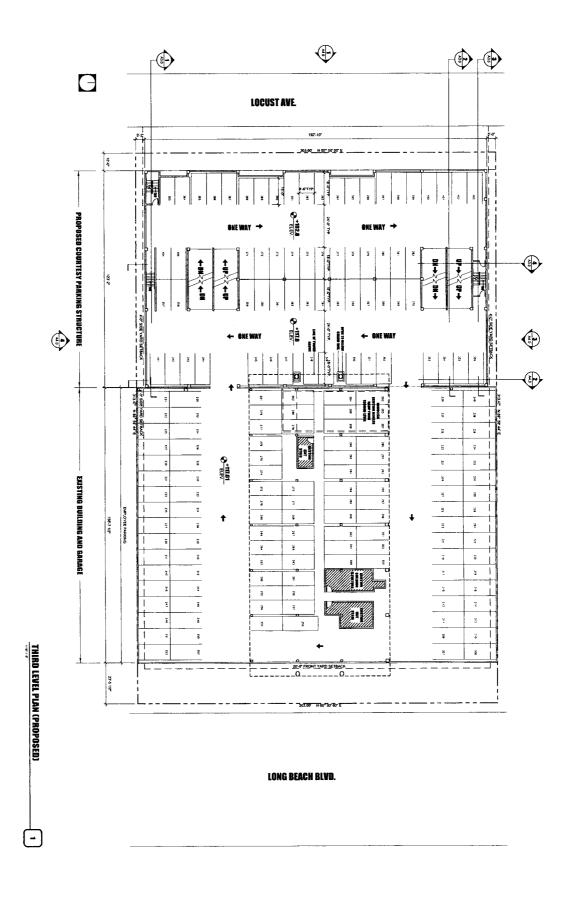


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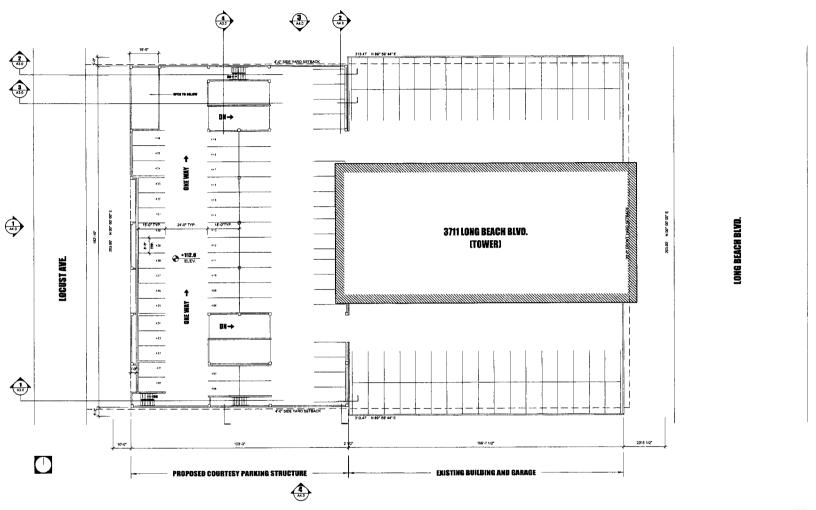
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SECOND LEVEL PLAN (PROPOSED)

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3711 L.B. BLVD. PARKING GARAGE

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FOURTH LEVEL PLAN / ROOF PLAN (PROPOSED)

