



# CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

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

February 2, 2006

CHAIRMAN AND PLANNING COMMISSIONERS

City of Long Beach  
California

**SUBJECT:** Request for a Zone Change from R-1-N (Residential, Single Family) to I (Institutional) and Site Plan Review to Remodel and Expand an Existing Church and Parking Lot with Standards Variance for Spire Height of 40' instead of not more than 30'; less than a 5' interior landscape buffer; relocate an existing curb along the southern portion of the property approximately 20' from the corner of 34<sup>th</sup> Street & Delta (instead of not less than 90' from the corner); allow side yard setbacks of 4' & 5' (instead of not less than 10'); and to provide 40 new parking spaces (instead of the required 44); and for a Lot Merger (Council District 7)

**LOCATION:** 1401 W. 34<sup>th</sup> Street

**APPLICANT:** Pastor Nelson for St. Lukes Baptist Church  
1401 W. 34<sup>th</sup> Street  
Long Beach, California 90810

## RECOMMENDATION

1. Certify Negative Declaration No. 02-05;
2. Recommend that the City Council approve a Zone Change from R-1-N (Residential, Single Family) to I (Institutional)
3. Approve the Site Plan Review, Lot Merger and Standards Variances, subject to Conditions of Approval.

## REASONS FOR RECOMMENDATION

1. The proposed Zone Change will allow an existing, established church to remain as permanent land use and to continue to provide services to the community.
2. Institutional uses such as schools, churches, and hospitals are oftentimes surrounded by residential, commercial, or industrial uses and appear as islands with Institutional Zoning designations.

3. The potential for land use conflicts between institutional uses and residential uses are minimized by the conditions of approval imposed by the various agencies and departments that are part of the land use review process.
4. The Church has existed at this site for many decades and is an integral part of the neighborhood.

## **BACKGROUND**

This case involves a proposal by St. Luke's Church, a long established and well-respected church within the West Central Long Beach area, to expand their existing church and parking lot. Pastor Nelson of St. Luke's reports that the church draws many of its parishioners from the surrounding community and therefore the expansion will actually serve many of the nearby residences. St. Luke's Baptist Church has approximately 230 regular parishioners. The number of parishioners is not expected to significantly increase as a result of the remodel as it will not increase the church's seating capacity.

The church is located on the south portion of four lots owned by St. Luke's and located between Delta and Denver Avenues at 34<sup>th</sup> Street. A Baptist church has occupied this corner since at least 1949. Once merged, the four lots will comprise approximately .85 of an acre or 36,700 square feet. The site is currently improved with a 7,700 square church, social hall and 3 classrooms. A small parking lot on the northwest corner of Delta and 34<sup>th</sup> Street provides for approximately 18 parking spaces (a previous Standards Variance, S-100-63, had been granted in 1963 allowing the inclusion of classrooms without the necessity to provide additional parking).

The proposed expansion, which is anticipated to fulfill the long range needs of the church for the next twenty years or so consists of several components. One such component is an approximately 1,360 square foot expansion of the church sanctuary area, Sunday school classrooms and Pastor's office to the rear of the sanctuary. A second component is the expansion of the existing social hall and the addition of a second story on the social hall. The second story has been designed to provide 4 additional classrooms. Finally, the last of the proposed expansion deals with the merging of four lots and the construction of an expanded parking area. The proposed parking lot redesign and expansion will include improved access, additional handicap parking spaces, adequate lighting, larger setbacks, and landscaping. The existing parking lot on the southeast corner will be upgraded while the north half of the assembled lots will be dedicated to a large new parking lot capable of providing 40 new parking spaces as well as landscaping and parking lot lighting. The total spaces available on-site will be 49 and the total required is 52.08 or 53 spaces (based on social hall addition of 1,704 square feet). The completed project will nevertheless effectively double the church's parking capacity, and according to authorized agents for the church will provide adequate parking for the church into the future. Church officials and their architect met with City staff on two occasions and in both instances were agreeable to incorporating staff recommendations to the overall design.

The church is completely surrounded on all sides by residentially zoned properties (all single-family homes) including across 3 public rights-of-way (Delta, Denver and 34<sup>th</sup> Street). This can be seen in the attached table:

	ZONING	GENERAL PLAN DESIGNATION	LAND USE
SITE	R-1-N	LUD 1 – Single Family Residential	Church
NORTH	R-1-N	LUD 1 – Single Family Residential	Residential
SOUTH	R-1-N	LUD 1 – Single Family Residential	Residential
EAST	R-1-N	LUD 1 – Single Family Residential	Residential
WEST	R-1-N	LUD 1 – Single Family Residential	Residential

- 1) Variance requests for this project include reduced side yards. On the west side the applicant is requesting permission to continue the west building wall of the existing social hall with the same setback for the new addition to the social hall. The result is a 5' side yard setback instead of 10' off Denver Ave. On the east side, the applicant is requesting a 6' side yard setback instead of the required 10'. This request is the result of having modified the original plan by increasing the rear yard setback (which then accommodated a second row of parking spaces) but thereby necessitated the decreasing of the east side yard setback to 6 (instead of the original 10 feet). The church feels it is a necessary request to realize the square footage they desire for additional classrooms.
- 2) Additionally, a Standards Variance is being requested to allow a less than a full 5' landscaped buffer area between the proposed church parking lot and the residence to the north. This slight reduction of about 6" is necessary to provide adequate parking stall size and aisle width and will still allow for the planting of one tree every 15' to create some landscape relief between the church and the adjacent residence.
- 3) Another Standards Variance is being requested to allow an existing curb cut, located approximately 30 feet from the intersection of Delta Avenue and 34<sup>th</sup> Street to be relocated about 20 closer to the corner. This relocation will allow the church to retain two additional parking spaces that would otherwise be lost.
- 4) There is a request for a Standards Variance for reduced parking and
- 5) Lastly, there is a request for spire height of 40', measured to its highest point, instead of not more than 30' tall.

#### **CURRENT ACTION REQUESTED**

The current action requested is that the Planning Commission review the application and recommend approval of the Zone Change, Site Plan Review, Lot Merger and several Standards Variance(s) to the City Council.

The Zone Change is required because the church is currently located in an R-1-N Zone district. This district will not allow the establishment of a church nor will it allow the expansion of an existing church. Thus St. Luke's is seeking the appropriate entitlements to allow it to expand. Whenever an application for rezoning is requested it is incumbent upon staff to consider the appropriateness of the request and the compatibility of the proposed new zoning. It is important that "islands of zoning" sometimes referred to, as "spot zoning" not be created.

As stated earlier in this report, the subject site is completely surrounded by single-family homes (see attached map). However, it is not unusual to find some institutional uses such as schools, libraries and churches surrounded on all sides by other types of land uses, particularly residential, as in this case. For this reason staff would argue that the subject request is consistent with the pattern and placement of other institutional zoning in the City and is therefore appropriate.

The Planning Commission may consider this request and take this action only if it concludes that the facts of the case support the findings, which are presented for review:

#### **FINDINGS FOR ZONE CHANGE**

- 1. THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA; AND**

St. Luke's has occupied this site for almost 60 years. It is an elemental part of the community and therefore not likely to adversely affect the character, livability or appropriate development of the surrounding area. On the contrary, the expanded parking lot will allow for more cars to be taken off the streets and the addition of street trees will improve the appearance and livability of the streets. The expansion of the church has the potential to be a source of pride for the community.

- 2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN; AND**

The proposed site is located in Land Use District No. 1. This is primarily a low density, single family land use but it is not intended to exclude the necessary infrastructure or small neighborhood serving retail or commercial. In this case, a church is an appropriate accessory use, provides a needed neighborhood service and therefore is not considered to be inconsistent with the goals, objectives and provisions of the General Plan.

- 3. IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.**

The subject site is not an existing mobile home park and therefore this finding is not applicable.

### **FINDINGS FOR SITE PLAN REVIEW**

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 design of the proposed addition and remodel has been reviewed by the Site Plan Review Committee on two separate occasions. On those occasions it was considered to be sufficiently compatible in design, character and scale to satisfy with the existing building and surrounding neighborhood.

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

There are no guidelines for this particular area or type of development.

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

There are no significant mature trees on the site or street trees that are in danger of being removed for this project.

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

The Department of Public Works has required certain improvements pertaining to sidewalks and wheel chair ramps, the installation of street trees and finally to ensure that minimum public safety standards are met. Currently, these elements are either non-existent or are not in satisfactory condition. The required improvements will allow the current and future parishioners, as well as other vicinity residents to better use or enjoy improved level of infrastructure commonly encountered in other residential neighborhoods.

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

This finding does not apply to this development project.

### **FINDINGS FOR LOT MERGERS**

1. **ANY ONE OF SUCH CONTIGUOUS PARCELS OR UNITS HELD BY THE SAME OWNER DOES NOT CONFORM TO THE MINIMUM SIZE STANDARDS AS REQUIRED BY THE ZONING REGULATIONS, AND AT LEAST ONE OF SUCH CONTIGUOUS PARCELS IS NOT DEVELOPED WITH A SEPARATE BUILDING FOR WHICH A PERMIT HAS BEEN ISSUED BY THE CITY; OR**

The three lots proposed to be merged to the existing church site are necessary to meet the requirements for building setbacks and parking spaces. None of the sites are currently improved and one of the sites fails to meet the minimum lot area requirements for the R-1-N Zone district, the zone within which it is located.

2. **A SINGLE PROJECT IS DEVELOPED ON CONTIGUOUS LOTS IN SUCH A MANNER THAT ONE OR MORE OF THESE RECORDED LOTS COULD BE SOLD SEPARATELY FROM THIS PROJECT BUT WILL RESULT IN REDUCTION OF REQUIRED PARKING, SETBACKS, OPEN SPACES, OR VIOLATIONS OF OTHER DEVELOPMENT STANDARDS AS SPECIFIED IN THE CURRENT ZONING REGULATIONS.**

In order to satisfy parking space requirements and meet the other site development standards the lot merger would be required.

### **FINDINGS FOR STANDARDS VARIANCES**

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

Although it is not unusual to find certain institutional uses completely surrounded by another use, in this case residential, it does have some unique aspects. These include but are not limited to meeting the needs of the proposed institutional use within a setting designed to a very different standard without adversely impacting the nearby residences.

2. **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 provision of safe and adequate parking for a church use, although less than the code requirement is not considered to be a grant of special privilege. It should be noted that the new parking being proposed for this project meets the parking

requirement for the proposed expansion and remodel. The reason for the reduced parking request is the loss of some spaces "grandfathered" by previous Standards Variance approved in 1963. It is the reconfiguration of this parking to allow a part of the remodel and a more functional parking lot that has resulted in the small deficiency in parking. Further, the relocation of the of the existing grandfathered driveway approach from one non-conforming location to another is being requested to prevent the loss of additional parking spaces.

The side yard setback on the west side of the property is essentially a continuation of an existing wall. This is generally considered to be a reasonable request and an accepted City practice with the approval of a Standards Variance. The side yard setback on the east side of the property is the result of City requested design changes and were imposed to increase the number of parking spaces that could be provided on-site. This is also true for the City requested design of the north property line landscape buffer, which does not fully comply with the Municipal Code, falling approximately 6-12" short of the code requirement.

The spire height request is considered by the applicant to be essential to the design. Further, they contend that several other City of Long Beach Churches have spires that exceed the allowable height and therefore it should be within their right to request similar consideration.

Staff supports these requests.

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

Staff does not anticipate any substantial adverse effects upon the community. Further, staff believes that the redesign of the existing parking will not be significantly different than the existing driveway approach, which is also non-conforming and less than 20' from the proposed location.

**4. 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 project is located outside the Coastal Zone and therefore this finding does not apply.

**PUBLIC HEARING NOTICE**

Eighty-nine Notices of Public Hearing were mailed on January 17, 2006, to property owners within a 300-ft. radius of the property. In addition, the elected representative of the 7th Council District was notified, as was the West Long Beach Association. As of the writing of this report staff has received no public comment concerning the project. St. Luke's Baptist Church advertised public meetings to provide information to the public regarding their proposed plans however there were no attendees.

## **REDEVELOPMENT REVIEW**

The project is not located within a Long Beach Redevelopment Project area.

## **ENVIRONMENTAL REVIEW**

According to the Guidelines to implement the California Environmental Quality Act, the Negative Declaration (ND – 02-05) has been prepared for the proposed development and is scheduled for concurrent review by the Planning Commission.


### **IT IS RECOMMENDED THAT THE PLANNING COMMISSION:**

1. Certify Negative Declaration No. 02-05; and
2. Recommend that the City Council approve a Zone Change from R-1-N (Residential, Single Family) to I (Institutional)
3. Approve the Zone Change, Site Plan Review and various Standards Variances, subject to the attached Conditions of Approval.

Respectfully submitted,

SUZANNE FRICK  
DIRECTOR OF PLANNING AND BUILDING

By:   
JAYME MEKIS  
PLANNER

Approved:   
CAROLYNE BIHN  
ZONING ADMINISTRATOR

### **Attachments:**

1. Conditions of Approval
2. Site Plan, elevation
3. Negative Declaration No. 02-05



**CONDITIONS OF APPROVAL**  
**ZONE CHANGE, STANDARDS VARIANCES, SITE PLAN REVIEW**  
**Case No. 0312-19**  
**Date: February 2, 2006**

1. This permit and all development rights hereunder shall **terminate one year** from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced, a business license establishing the use is obtained 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 permit shall be invalid if the owner(s) and applicant(s) have failed to return **written acknowledgment** of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date). Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval to the satisfaction of the Zoning Administrator.
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. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow **periodic re-inspections**, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).
6. All operational conditions of approval of this permit **must be posted** in a location visible to the public, in such a manner as to be readable when the use is open for business.
7. 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.

8. The Director of Planning and Building is authorized to make **minor modifications** to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project and if no detrimental effects to neighboring properties are caused by said modifications. Any major modifications shall be reviewed by the Zoning Administrator or Planning Commission, respectively.
9. Site development, including landscaping, shall conform to the approved plans on file in the Department of Planning and Building. At least **one set of approved plans** containing Planning, Building, Fire, and, if applicable, Redevelopment and Health Department stamps **shall be maintained at the job site**, at all times for reference purposes during construction and final inspection.
10. 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. 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.
11. All landscaped areas must be maintained in a neat and healthy condition, including public parkways and street trees. Any dying or dead plant materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42 (Landscaping) of the Zoning Regulations. At the discretion of city officials, a yearly inspection shall be conducted to verify that all irrigation systems are working properly and that the landscaping is in good healthy condition. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council.
12. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants. This shall encompass the maintenance of exterior facades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).
13. Any graffiti found on site must be removed within 24 hours of its appearance.
14. All parking areas serving the site shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent or abutting residential buildings or neighborhoods pursuant to Section 21.41.259. **Other security measures may be required to be provided to the satisfaction of the**

**Chief of Police.**

15. **Energy conserving equipment**, lighting and construction features shall be utilized on the building.
16. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau must be secured.
17. Separate building 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. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for their review and approval prior to the issuance of a building permit.
20. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
  - a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
  - b. Saturday: 9:00 a.m. - 6:00 p.m.; and
  - c. Sundays: not allowed
21. Any off-site improvements found to be damaged shall be replaced to the satisfaction of the Director of Public Works.
22. Compliance is required with these Conditions of Approval as long as this use is on site. As such, the site shall be available for periodic reinspection conducted at the discretion of city officials, to verify that all conditions of approval are being met. The property owner shall reimburse the City for the inspection cost as per special building inspection specifications established by City Council.
23. 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.

24. Any off-site improvements found damaged as a result of construction activities shall be reconstructed by the developer to the satisfaction of the Director of Public Works.
25. Developer shall construct an ADA compliance wheelchair curb ramp at the intersection of the West 34<sup>th</sup> Street and Denver Avenue, and dedicate whatever corner cut-off is necessary to provide the required 4' wide landing.
26. Demolition and reconstruction of curb and gutter, driveways, sidewalks, wheelchair ramps, roadway and alley pavements, removal and relocation of utilities, traffic signal installations and modification, traffic striping and signing, street removals and plantings in the public right-of-way, shall be preformed under Public Works street improvement permit. Permit to be obtained from the Public Works Department.
27. The location of any proposed driveways shall be approved by the Director of Public Works.
28. Developer shall dedicate the easterly 3' of the site for street purposes along Delta Avenue and construct sidewalk there to dedicate 5' of eastern edge of parking lot to increase alley width.
29. Developer shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements until final inspection of the on-site improvements by the City. Any such on-site improvements found damaged by the Developer shall be repaired or replaced by the Developer to the satisfaction of the Director of Public Works.
30. The Developer shall construct all improvements needed to provide full ADA accessibility compliance with in the adjacent public right-of-way to the satisfaction of the Director Public Works. If a dedication of additional sidewalk area is necessary to satisfy ADA requirements, the additional right-of-way shall be provided.
31. The Developer shall remove unused driveways and replace with full height curb, curb gutter, and sidewalk. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer.
32. The Developer shall reconstruct the concrete sidewalk panels on West 32<sup>nd</sup>

Street that have been damaged by tree roots. Sidewalk improvements shall be constructed with minimum 3-inch Portland cement concrete.

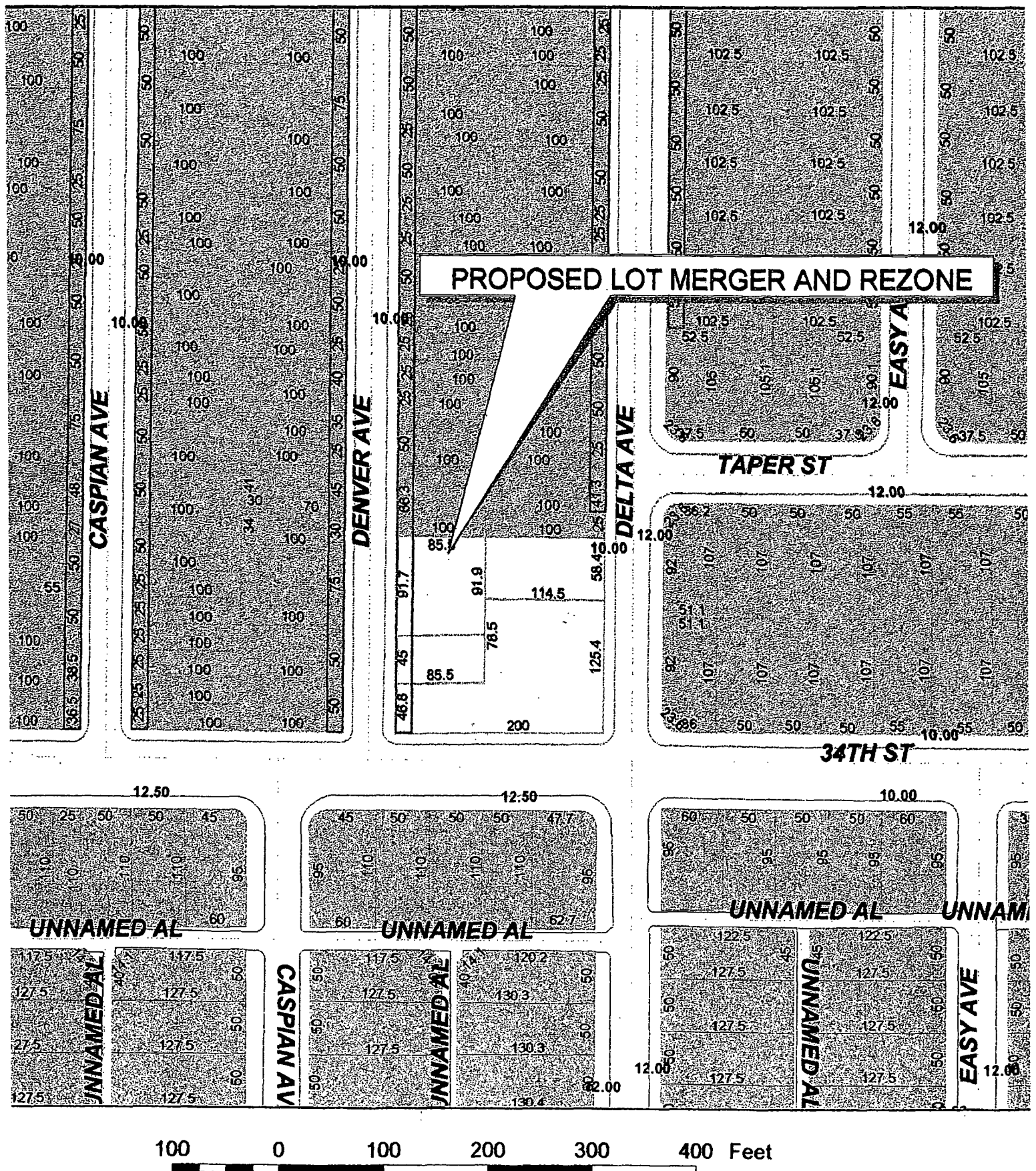
33. The Developer shall provide for 4-foot square tree wells, and new trees with root barriers within the public parkway areas that are paved with concrete pavement. Street trees spaced 25-feet on-center with root barriers and ground cover shall also be installed within the grassy parkways adjacent to the project site. Parkway areas that have been reconstructed to full-height curb shall be provided with new ground cover. Developer and/or successors shall privately maintain all required street trees, any landscaping and sprinkler systems required in connection with this project.
34. Developer to contact Street Tree Division prior to beginning the tree planting, landscaping and irrigation system work.
35. The Developer shall submit detailed off-site improvements plans to the Department of Public Works for review and approval.
36. The Developer shall contact Long Beach Transit to coordinate design and construction issues and to ensure that the proposed project does not interfere with transit bus lines.
37. The Developer shall contact Traffic and Transportation Bureau to modify or repaint the existing curb marking zones, adjacent to the project site.
38. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as a result of construction activities to the satisfaction of the City Traffic Engineer.
39. The Developer shall repaint all traffic markings obliterated or defaced by the construction activities to the satisfaction of the City Traffic Engineer.
40. Prior to issuance of building permits the Developer shall obtain Long Beach Police Department approval.
41. Prior to obtaining building permit applicant shall submit on-site landscape and irrigation plans for review and approval by the Director of Planning & Building.
42. Per LBMC Sections 21.41.261; 21.41.263 and 21.41.269 the parking lot shall be paved to minimum standards, properly marked and wheel stops installed.
43. Classrooms are to be used exclusively for Sunday school use.
44. The use of the social hall shall be limited as follows:

Case No. 0312-19  
February 2, 2006

- A. The social hall may not be used for separate events during hours of church services;
  - B. Hours of operation are limited to 8:00 a.m. until 10:00 p.m. on Sunday through Thursday; and
  - C. Hours of operation are limited to 9:00 a.m. until midnight on Friday and Saturday; and
  - D. No amplified music shall be played beyond 10:00 p.m.
46. Parking lot lighting shall be installed pursuant to LBMC Section 21.41.259.
47. A 6'6" solid fence or masonry wall and trees shall be installed along the northern edge of the parking lot in compliance with Section 21.41.66.









C I T Y   P L A N N I N G   C O M M I S S I O N   M I N U T E S

F E B R U A R Y   2,   2 0 0 6

The regular meeting of the City Planning Commission and public hearing convened at 1:34 pm in the City Council Chambers, 333 W. Ocean Boulevard.

PRESENT: COMMISSIONERS: Matthew Jenkins, Nick Sramek  
Charles Winn, Mitch Rouse  
Morton Stuhlbarg, Charles Greenberg  
(arrived for Item 3)

ABSENT: EXCUSED: Leslie Gentile

CHAIRMAN: Matthew Jenkins

STAFF MEMBERS PRESENT: Suzanne Frick, Director  
Greg Carpenter, Planning Manager  
Carolyn Bihn, Zoning Officer  
Angela Reynolds, Advance Planning  
Lynette Ferenczy, Planner  
Jayme Mekis, Planner  
Steven Valdez, Planner

OTHERS PRESENT: Mike Mais, Deputy City Attorney  
Marcia Gold, Minutes Clerk

P L E D G E   O F   A L L E G I A N C E

The pledge of allegiance was led by Commissioner Rouse.

S W E A R I N G   O F   W I T N E S S E S

C O N S E N T   C A L E N D A R

Commissioner Winn moved to approve the Consent Calendar as presented by staff. Commissioner Sramek seconded the motion, which passed 4-0. Commissioner Rouse was outside the council chambers. Commissioner Gentile was absent and Commissioner Greenberg had not yet arrived.

- 1A. Case No. 0510-01, CE 05-187, Conditional Use Permit,  
Site Plan Review

Applicant: Glenn Arneson  
Subject Site: 4800 E. Pacific Coast Hwy. (Council Dist. 4)  
Description: Request for Conditional Use Permit and Site  
Plan Review approval to establish an oil change facility at  
an existing car wash.

Approved the Conditional Use Permit and Site Plan Review  
requests subject to conditions.

- 1B. Case No. 0511-06, CE 05-217, Tentative Parcel Map

Applicant: Scott Ayres  
Subject Site: 2331 East 10<sup>th</sup> Street (Council District 4)  
Description: Request for approval of Tentative Tract Map  
No. 065075 to convert eight residential dwelling units into  
condominiums.

Approved Tentative Tract Map No. 065075, subject to conditions.

#### R E G U L A R   A G E N D A

2. Case No. 0312-19, ND 02-05, Zone Change, Site Plan  
Review, Lot Merger, Standards Variance

Applicant: Pastor Nelson  
Subject Site: 1401 West 34<sup>th</sup> Street (Council District 7)  
Description: Request for a Zone Change for R-1-N  
(residential, single family) to I (Institutional) and Site  
Plan Review to remodel and expand an existing church and  
parking lot with a Standards Variance for a spire height of  
40' (instead of not more than 30'); less than 5' interior  
landscape setback; relocating an existing driveway along  
the southern portion of the property approximately 20' from  
the corner of 34<sup>th</sup> Street and Delta Avenue (instead of not  
less than 90' from the corner); allowing side yard setbacks  
of 3' and 5' (instead of not less than 10'); providing 40  
new parking spaces (instead of the required 44); and a Lot  
Merger.

Jayne Mekis presented the staff report recommending approval of  
the request since it would allow an existing church to remain as  
a permanent land use and to continue to provide services to the  
community with minimized potential land use conflicts due to the  
conditions of approval.

Pastor Nelson, 1401 W. 34<sup>th</sup> Street, applicant, explained how they would use the improvements in continuing to serve area residents.

John Atkinson, 2865 Adriatic, homeowners association representative, stated that their group had no objection to the proposal and felt it would enhance the neighborhood.

Russell Yoakun, 3432 Denver, adjacent neighbor, expressed concern about potential littering, loitering and noise issues created by the parking lot and church uses.

Prentiss Mitchell Jr., 2941 Baltic Avenue, area resident, said he felt the church was an asset to the neighborhood and its religious infrastructure.

Shirley Jackson, 1385 Tabor Street, resident, agreed that the church was an asset and the requested improvements would help the pastor reach out to more neighbors.

Daniel Jones, 3238 Delta Avenue, agreed the church was an invaluable, longtime asset to all area residents.

Pastor Leo Holt, 3920 Denver Avenue, stated he supported the application but as a resident of the other church on the site, asked if there would be any conflict with their own outreach efforts.

Charles Patan, 3420 Denver Avenue, another on-site church resident, asked about the legal issues involved with their sub-lease at the site.

Deputy City Attorney Mais noted that the lease issue was a civil one outside the jurisdiction of the Planning Commission.

Resident John Atkinson proposed that the parking lot be gated when not in use to avoid through traffic problems.

Carolyn Bihn explained how the applicant would be required to mitigate specifically identified neighborhood concerns about lighting, access and security, and suggested adding conditions to require that the parking lot be secured after hours and that all music be played inside the church with the doors closed and soundproofed to meet noise ordinances. Pastor Nelson accepted the additional conditions.

Commissioner Sramek moved to certify Negative Declaration No. 02-05 and to approve the Zone Change, Site Plan Review, Lot Merger and Standards Variances with amended conditions. Commissioner Stuhlbarg seconded the motion, which passed 5-0. Commissioner Gentile was absent and Commissioner Greenberg arrived during the discussion and didn't vote.

3. Case No. 0510-12, CE 05-192, Conditional Use Permit

Applicant: Mike Robinson  
Subject Site: 2201 Lakewood Blvd. (Council District 5)  
Description: Request for a Conditional Use Permit for a check cashing/money transfer store in a neighborhood shopping center.

Steven Valdez presented the staff report recommending denial of the request since there are already numerous financial institutions in the area, and because the use has the potential to raise the crime rate and calls for service.

Commissioner Greenberg said he thought it unfair to compare the clientele of a traditional bank to this check cashing operation. Angela Reynolds explained that the General Plan did not differentiate between the uses.

Commissioner Winn pointed out that the check cashing use was a valuable one for many neighborhoods and stringent conditions of approval were always in place.

Mike Robinson, 5617 Calhoun Avenue, Van Nuys, applicant, explained that their operation was more like a bank in that their hours of operation were similar and limited services were offered.

Marina Miller-Foley, 13629 Rachel Road, Yucaipa, 92399, Regional Manager, Check Into Cash, cited the safety records of their other 150 similar operations, and noted that they served as a payday advance service, not a check cashing service, and they required higher financial standards of their clients while remaining involved in community activities.

Ken Robertson, 250 Newport Center Drive, Newport Beach, Treadwell Robertson, property owner, said this upscale operation was part of the overall improvement plan for his shopping center.

Nate Zahn, 2158 Clark, neighbor, presented a petition from area residents in opposition to a traditional check cashing facility, and asked for more time to learn about the actual uses planned.

Dave Zahn, 2209 Lakewood Blvd., adjacent land owner, said he did not understand the operation type either, but he was concerned it could create a dangerous situation for clients with cash.

Commissioner Greenberg said he felt the payroll advance operation sounded benign but was being stereotyped as a typical check cashing operation, and he asked for input from the Police Department about the use.

Commissioner Greenberg moved to continue the item to the March 2, 2006 meeting in order to allow the applicant to meet with opposition to explain the use and for staff to assemble a list of conditions tailored for this specific use. Commissioner Winn seconded the motion, which passed 6-0. Commissioner Gentile was absent.

4. Case No. 0511-05, CE 05-216, Administrative Use Permit,  
Local Coastal Development Permit

Appellant: Ben Knight  
Applicant: Casey Kammel for Executive Fitness  
Subject Site: 5708 & 5710 East 2<sup>nd</sup> St. (Council District 3)  
Description: Appeal of the Zoning Administrator's decision to approve a Local Coastal Development Permit and Administrative Use Permit allowing the establishment of a personal training studio with spa, massage and cosmetic care.

Jayne Mekis presented the staff report recommending denial of the appeal since the existing building is currently classified as legal non-conforming for parking, and because this use will generate less parking needs since the owner has agreed to limit the number of on-site clients.

Ben Knight, 5700 E. 2<sup>nd</sup> Street, appellant, stated he was opposed to the use because the area was underparked even if grandfathered, and he thought the area was already saturated with similar uses. Mr. Knight also claimed it would be too hard to police the limit on clients.

In response to a query from Commissioner Greenberg, who pointed out that most other permitted uses would generate greater parking demand, Mr. Knight said he'd rather see an art gallery,

consignment store or other single-clerk operation. Commissioner Stuhlbarg noted that most single-clerk stores were not financially viable in that high-rent district.

Doug Otto, 111 W. Ocean Blvd., S. 1300, applicant representative, stated they were in agreement with all the conditions of approval and that their own parking study showed adequate parking for the use. Mr. Otto also agreed to submit to staff specific plans to show all inside uses of the facility.

Robert Goforth, 5727 Campbell Walk, expressed support for the appeal, saying he was concerned about parking impacts in the evening when many other uses got busy.

Charlie Ligeman, 3580 E. Pacific Coast Hwy., #7, subject property owner, claimed personal experience with evening parking issues, saying that there was plenty of parking at that time, and a restaurant would have much more impact on the area.

John Segmeister, 148 Rivo Alto Canal, said he supported the applicant, agreeing that area parking was always impacted but that many of the operation's clients would be local residents.

Ryan Hyman, 5150 E. Pacific Coast Hwy., Prudential California Real Estate, said that the use would encourage job growth in the area.

John Molina, 5668 Naples Canal, noted that the applicant had a great track record for business success, and that the market, not parking issues or the Planning Commission, would drive success or failure.

Ben Knight, appellant, reiterated his claims that some of the conditions of approval would be difficult to enforce.

Carolyn Bihn noted changes to conditions regarding the total number of personnel, and adding a condition requiring a permanent sign be posted advising clients not to park in the private lot to the south.

Commissioner Stuhlbarg moved to sustain the decision of the Zoning Administrator to grant the Local Coastal Development Permit and Administrative Use Permit allowing a personal training studio with spa, massage and cosmetic care, and to deny the appeal, with amended conditions of approval as per staff. Commissioner Winn seconded the motion, which passed 6-0. Commissioner Gentile was absent.

5. Case No. 0504-01, ND 31-05, Site Plan Review, Subdivision Map, Standards Variance

Applicant: Warren Hughes, Hughes Development Inc.  
Subject Site: 1500 Pine Avenue (Council District 1)  
Description: Request for approval of a Site Plan Review and Tentative Tract map for a two-story 22-unit condominium complex (includes a density bonus for two very-low income units) and a Standards Variance to allow vehicle access from Pine Avenue instead of limiting vehicle access to the alley.

Carolyn Bihn presented the staff report recommending approval of the requests since the proposal was consistent with City regulations and zoning, and would provide increased home ownership opportunities while positive findings could be made to grant the Standards Variance request given the site's topography.

In response to a query from Commissioners Greenberg and Sramek, Patrick Ure, Housing Bureau representative, explained that low income residents would pay the same association dues as market-rate occupants with the cost factored in when they were qualified to buy, but that there was no way to predict or control special association assessments that might arise later on.

Warren Hughes, applicant, Hughes Development, 200 S. Pacific Coast Hwy., added that some units were designated for low-income residents, and that they agreed with all the conditions of approval.

Ms. Bihn noted modifications to the language of Condition 19 regarding the deed restriction for low-income units, and applicant Hughes accepted the amendment.

Commissioner Sramek moved to certify Negative Declaration No. 31-05 and to approve the Site Plan Review, Tentative Tract Map and Standards Variance, subject to amended conditions. Commissioner Winn seconded the motion, which passed 6-0. Commissioner Gentile was absent.

6. Case No. 0512-32, ND 16-03, Modification to an Approved Permit

Applicant: Steven Clark, James Ratkovich & Associates  
Subject Site: 100 East Ocean Blvd. & 207 Seaside Way  
(Council District 2)

Description: Request to modify an approved permit (Case No. 0210-04 Vesting Tentative Tract Map, Site Plan Review, Local Coastal Development Permit and Standards Variance) for construction of a 23-level high rise residential building (19 stories over four levels of parking) with 155 residential condominium units and ground floor commercial uses. This development includes an off-site parking garage to be located at 207 Seaside Way. The proposed modifications include changes to the exterior building design, an additional level of underground parking, an increase in lot coverage, a change to the Victory Park improvements and a new request for reduced corner cutoff at the driveway entrances.

Lynette Ferenczy presented the staff report recommending approval of the modification since the proposed changes would improve the project by increasing the parking and assuring the overall design is attractive and sensitive to surrounding properties while remaining consistent with the intent of PD-6.

Steven Clark, 2 North Lake Avenue Suite 230, Pasadena, applicant, explained that they had made arrangements to use an adjacent site for construction staging.

Charles Rosenson, 210 E. Ocean, Breakers representative, expressed concerns about the lack of parking and unaffordability of rental spaces in the new garage for Breakers residents. Mr. Rosenson also noted that in the short term, residents would be negatively affected by construction impacts, and in the long term, they would suffer from view and light blockage. He then asked for a deed restriction on the 207 Seaside parking structure to disallow construction of condominiums on top.

Chris Autry, P. O. Box 20378, Long Beach, East Village Association, asked why the condition related public art had been removed, and Ms. Ferenczy explained that it was determined that this project is exempt as it is not financially assisted by the Redevelopment Agency.



Commissioner Greenberg suggested that the applicant continue to meet with interested parties to work out compromises on sensitive issues.

Commissioner Winn said he thought this was a quality project that would have a positive economic impact on the City.

Commissioner Greenberg then moved to approve the modification request, subject to the revised conditions. Commissioner Winn seconded the motion, which passed 6-0. Commissioner Gentile was absent.

#### M A T T E R S   F R O M   T H E   A U D I E N C E

There were no matters from the audience.

#### M A T T E R S   F R O M   T H E   D E P A R T M E N T   O F P L A N N I N G   A N D   B U I L D I N G

Greg Carpenter noted that 2006 training objectives included a discussion on how State law affected affordable housing requirements, and he asked for the Commission's input.

Angela Reynolds added that staff was researching the long-term effect of condominium conversion and how to streamline the process.

Suzanne Frick stated that a citation administration penalty process now in place would be a new, effective tool and soon allow staff to do proactive monitoring of conditions of approval.

#### M A T T E R S   F R O M   T H E   P L A N N I N G C O M M I S S I O N

Chairman Jenkins suggested looking into the impact of errors on the City's revenue tax base.

Commissioner Sramek suggested a study session to gain more insight into check cashing and payroll advance operations.

A D J O U R N

The meeting adjourned at 4:43pm.

Respectfully submitted,

Marcia Gold  
Minutes Clerk



# CITY OF LONG BEACH

DEPARTMENT OF PLANNING AND BUILDING

333 West Ocean Boulevard, 5th Floor

Long Beach, CA 90802

FAX (562) 570-6753

ENVIRONMENTAL PLANNING

\$25.00 FILING FEE

## NOTICE OF PREPARATION

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

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

Date Delivered: December 30, 2005

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

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

1. **Project Location:**

1401 W. 34th Street

2. **Project Title:**

St. Luke Baptist Church Expansion

3. **Project Description:**

The proposed project would be a 5,159 square foot expansion of St. Luke Baptist Church. The new square footage would be added to two existing buildings at the church. Please refer to the Initial Study for additional project details.

4. Review period during which the Lead Agency will receive comments on the proposed mitigated Negative Declaration (ND-02-05):

Starting Date: December 30, 2005

Ending Date: January 18, 2006

5. Public Meeting of the Planning Commission

Date: January 19, 2006

Time: 1:30 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](http://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:  
NPDES, Noise, Parking
9. The Negative Declaration has no significant impacts.

For additional information contact:

Jill Griffiths  
Planner  
333 West Ocean Boulevard, 5th Floor  
Long Beach, CA 90802

CITY OF LONG BEACH  
PLANNING COMMISSION

**MITIGATED  
NEGATIVE DECLARATION**

**PROJECT:**

**I. TITLE:**

St. Luke Baptist Church Expansion

**II. PROPONENT**

Mary Augustine  
1401 W. 34th Street  
Long Beach, CA 90810

**III. DESCRIPTION**

The proposed project would be a 5,159 square foot expansion of St. Luke Baptist Church. The new square footage would be added to two existing buildings at the church. Please refer to the Initial Study for additional project details.

**IV. LOCATION**

1401 W. 34th Street

**V. HEARING DATE & TIME**

January 19, 2006

**VI. HEARING LOCATION**

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

## NEGATIVE DECLARATION

### FINDING:

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

- \* 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.

# **St. Luke Baptist Church Expansion**

## **INITIAL STUDY**

*Prepared by:*

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

## INITIAL STUDY

**1. Project title:**

St. Luke Baptist Church Expansion

**2. Lead agency name and address:**

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

**3. Contact person and phone number:**

Jill Griffiths  
Planner  
City of Long Beach

**4. Project location:**

1401 W. 34th Street

**5. Project sponsor's name and address:**

Mary Augustine  
1401 W. 34th Street  
Long Beach, CA 90810

**6. General Plan:**

Land Use District #1: Single-Family Residential. According to the Land Use Element, LUD #1 exists in a large part of the City. The District encourages a maximum density of seven units to the acre.

**7. Zoning:**

R-1-N District: This District consists of standard size single-family residential lots. According to the Zoning Ordinance, the District was established to preserve the Southern California outdoor lifestyle and prevent overcrowding.



**8. Description of project:**

The proposed project would be an expansion of St. Luke Baptist Church, a 7,940 square foot institution built in 1928. The project site would be four lots totaling .84 of an acre. The 5,159 square foot expansion would be added to the existing sanctuary and social hall at the church. New facilities would include seven Sunday school classrooms, a choir room, a cry room, offices for church staff and restrooms. Fifty parking spaces would be provided on site. The discretionary applications for the project include a Zone Change from R-1-N to Institutional, a Lot Merger, a Conditional Use Permit, and requested Standards Variances for the front, side and rear setbacks, for less than the required amount of parking. for the height of the church spire, for an uncovered walkway and for the width of a planter. Please refer to Attachments 1 through 4 for more information.



**9. Surrounding land uses and setting:**

The project site is in a neighborhood located west of the Los Angeles River and the 710 Freeway, south of Wardlow Road and north of Willow Street. Specifically, St. Luke Baptist Church is located at the northwest corner of 34th Street and Delta Avenue. The intersection is a four-way stop. All of the properties surrounding the church are zoned R-1-N and consist of mostly modest single-family residential units.

The setting around the project site includes:

**NORTH:** The project site abuts the side yards of single-family residential units that front on Delta Avenue and Denver Avenue.

**EAST:** Delta Avenue runs along the eastern edge of the project site. A Long Beach Transit bus stop is located near the church on the west side of Delta Avenue, just north of the intersection with 34th Street.

**SOUTH:** The church fronts on 34th Street, which runs along the southern edge of the project site.

**WEST:** Denver Avenue runs along the western edge of the project site.

**10. Other public agencies whose approval is required:**

City of Long Beach Planning Commission  
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.

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

## DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

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December 30, 2005

Jill Griffiths  
Planner

## **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 scope 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
<b>I. AESTHETICS – Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
 <b>II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 <b>III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**IV. BIOLOGICAL RESOURCES – Would the project:**

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

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

**V. CULTURAL RESOURCES – Would the project:**

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

**VI. GEOLOGY AND SOILS – Would the project:**

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

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

**VII. HAZARDS AND HAZARDOUS MATERIALS –**

Would the project:

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

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



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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</b>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –**

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

## DISCUSSION OF ENVIRONMENTAL IMPACTS

### I. AESTHETICS

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

No Impact.

The project site is in a neighborhood located west of the Los Angeles River and the 710 Freeway. The neighborhood is primarily single-family detached homes. Because the project would alter the appearance of the southeast corner of 34<sup>th</sup> Street and Delta Avenue, the response to the question cannot be "No Impact." The change in the appearance of the corner, however, would not be negative, nor would it be substantially adverse. Therefore, development of the proposed project would be less than significant in its impact upon the project site and the surrounding area.

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

No Impact.

The project site is located in a developed, urbanized area that does not contain any natural scenic resources. While there are historic buildings in the neighborhood, none exist on the project site. The project site is also not located on a State Scenic Highway.

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

No Impact.

Please see I (a) above for discussion.

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

Less Than Significant Impact.

The project site is located in an area that is urbanized with street lights. While the proposed project would introduce additional light sources into

the vicinity over that which currently exists, the light sources would not be expected to adversely affect views in the immediate area.

## **II. AGRICULTURE RESOURCES**

### 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 proposed project would introduce a residential population on a site where none currently exists. Using the average Long Beach household size of 2.77 persons per household, the project would be expected to be occupied by approximately 228 residents. 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 <sub>x</sub>	100	55
CO	550	550
PM <sub>10</sub>	150	150
SO <sub>x</sub>	150	150

Construction emissions would involve the demolition of two structures totaling 20,660 square feet followed by the development of five levels of building over one subterranean level of parking. Construction emissions would be estimated to be below threshold levels. The sources of these estimates are based on the CEQA Air Quality Handbook, revised 1993, Table 9-1 Screening Table for Estimating Total Construction Emissions. The table below indicates the results.

	ROC	NO <sub>x</sub>	CO	PM <sub>10</sub>
Construction Emissions	9.72	38.29	20.77	13.51
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 residents, guests and patrons of the proposed development. 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 <sub>x</sub>	CO	PM <sub>10</sub>
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 CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. The proposed project would 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?**

Less Than Significant Impact.

The proposed project would be a mixed-use development consisting of 82 units on five levels, 7,000 square feet of retail space and parking at grade and on one subterranean level. The project would be required to comply with City requirements applicable to the maintenance of trash areas to minimize potential odors, including storage of refuse and frequency of refuse collection at the site.

#### **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 two existing structures to be demolished were both built in the early 1960s. The United States Post Office located directly south of the project site is of historical significance. The proposed project, however, would not be anticipated to have a negative impact on any historical resource.

#### **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 two existing structures and paved parking areas. 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.**

Please see VI. (d) above for discussion.

**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 82 residential units and retail space in a five-story 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 residential and retail square footage in a five-story structure with one level of subterranean parking. 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 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 the Downtown Long Beach Planned Development District (PD-30) and within the Downtown Redevelopment area. The downtown is urban, mostly built-out, with a variety of renovation and new construction projects under way. The proposed mixed-use development at 350 Long Beach Boulevard would be an appropriate and compatible addition to the area. 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?**

No Impact.

The proposed project would be located in the City's General Plan Land Use District, #7, Mixed Uses, and in the Downtown Long Beach Planned Development District (PD-30), the Zoning that designates defined sections of downtown Long Beach. As stated in IX.a., the project would be compatible with other similar uses in the neighborhood where existing residential buildings vary in height from two to ten stories. The project would not conflict with any land use plans or regulations.

**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 locally-important 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 two structures totaling 20,660 square feet and the development of a five-story structure with 82 condominium units, 7,000 square feet of ground floor retail and parking at grade and on one level below ground. The project site is already an impervious surface covered by two structures and hardscape.

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

No Impact:

The project site is currently covered with structures and 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 mixed use, creating residential and retail square footage. 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 mixed use project. 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 would not be expected to create noise levels in excess of those established by the Long Beach City Ordinance. However, during the period of construction, there could be temporary increases within the ambient noise levels. 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 single-family residential units, 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:

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

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

**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 would be the expansion of an existing church in a largely single-family residential neighborhood. The project would no impact on population growth.

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

No Impact.

The proposed project would be partially developed on two vacant lots that are zoned single-family residential, but are presently vacant. The project would not involve the destruction of any residential structures or the displacement of any residents.

**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 addition of 5,159 square feet to an existing church. The project would be plan checked by the Fire Department to ensure compliance with all applicable code requirements with regard to assembly, access and emergency exits. 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 West 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 and locks, 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 would be the expansion of an existing church and would not involve the development of any square footage that would house school children. The anticipated impact of the proposed project upon the local schools would not be expected to be adverse.

**d. Parks?**

No Impact.

Again, the proposed project would not include any dwelling units that would increase the demands on the City's parks. There would be no impact.



**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.

The proposed project, the expansion of an existing church, would have no impact upon the use of existing neighborhood and regional parks.

**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 proposed project would include a social hall for members and guests of the church to utilize. The project would not include any recreational facilities that would have an adverse physical effect on the environment.

**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.

The proposed project would be the expansion of an existing church that presently generates trips. The square footage to be added would be for current church members and guests. While the church expansion could result in new members and more trips to the project site, any increase would be anticipated 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 XV (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.

The proposed project would have three accesses, two on Delta Avenue along the eastern edge of the project site and one on Denver Avenue along the western edge 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?**

Less Than Significant Impact With Mitigation Incorporated.

The project application includes a request for a Standards Variance for less than the required amount of parking. The site plan for the proposed project illustrates fifty parking spaces to be provided on site. In response to a staff request for a parking plan, the applicant submitted a paragraph of proposed parking management that is included in this report as Attachment 2. To ensure coordination between the applicant and Long Beach Transit prior to and during construction of the church expansion, the following mitigation measure shall apply:

**XVI-1** Prior to issuance of a certificate of occupancy, the applicant shall submit a more detailed parking management plan for review and approval. The plan shall have an expanded narrative and shall include a map(s) illustrating the project site and the location(s) of the nearby businesses referenced in Attachment 2 of the Mitigated Negative Declaration. The plan shall be prepared to the satisfaction of the Director of Planning & Building.

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

Less Than Significant Impact With Mitigation Incorporated.

The proposed project would be located in west Long Beach at the northwest corner of 34<sup>th</sup> Street and Delta Avenue. There is an existing Long Beach Transit bus stop on the western side of Delta Avenue just north of 34<sup>th</sup> Street that is served by Bus Route #1 – Easy Ave. The bus stop is not illustrated on the submitted project site plan, Sheet A-1.1. It is not obvious where the bus stop is in relation to the more southerly of the two project accesses on Delta Avenue. To ensure coordination between the applicant and Long Beach Transit prior to and during construction of the church expansion, the following mitigation measure shall apply:

**XVI-2** Prior to issuance of the grading permit, the applicant shall revise the project site plan to illustrate the location of the existing Long Beach Transit bus stop on Delta Avenue. The applicant shall

conduct at least one meeting with Long Beach Transit staff to discuss the location of the bus stop in relation to the locations of the two project accesses on Delta Avenue. The applicant shall provide the Planning Bureau with a written summary of their meeting with Long Beach Transit for the project file.

## **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 existing neighborhood on the west side of the City. The neighborhood is established 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)?**

No Impact.

The proposed project would be the expansion of a land use that is compatible with the surrounding neighborhood. 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  
ST. LUKE BAPTIST CHURCH  
1401 W. 34<sup>TH</sup> STREET**

**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:

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

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

**TIMING:** During all phases of construction of the project.  
**ENFORCEMENT:** Building Bureau

## **XVI. TRANSPORTATION / TRAFFIC**

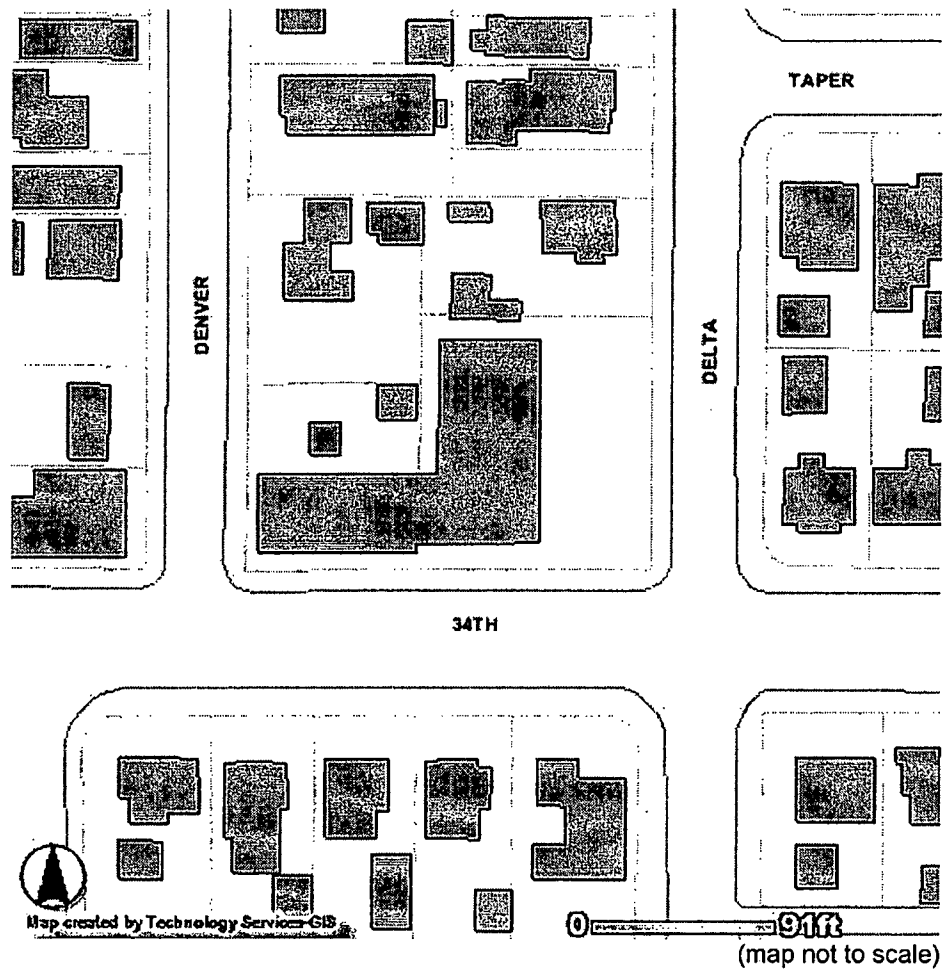
**XVI-1** Prior to issuance of a certificate of occupancy, the applicant shall submit a more detailed parking management plan for review and approval. The plan shall have an expanded narrative and shall include at map(s) illustrating the project site and the location(s) of the nearby businesses referenced in Attachment 2 of the Mitigated Negative Declaration. The plan shall be prepared to the satisfaction of the Director of Planning & Building.

**TIMING:** Prior to issuance of a certificate of occupancy.  
**ENFORCEMENT:** Planning Bureau

**XVI-2** Prior to issuance of the grading permit, the applicant shall revise the project site plan to illustrate the location of the existing Long Beach Transit bus stop on Delta Avenue. The applicant shall conduct at least one meeting with Long Beach Transit staff to discuss the location of the bus stop in relation to the locations of the two project accesses on Delta Avenue. The applicant shall provide the Planning Bureau with a written summary of their meeting with Long Beach Transit for the project file.

**TIMING:** Prior to issuance of the grading permit.  
**ENFORCEMENT:** Planning Bureau

## VICINITY MAP



**Project:** St. Luke Baptist Church expansion  
.84 of an acre  
5,159 sq. ft. expansion  
50 on-site parking spaces

**Project Site:** 1401 E. 34<sup>th</sup> Street



James Dickey

04/07/2006 12:33 PM

To: Jayme Mekis/CH/CLB@CLB

CC:

Subject: 1066 Gladys

Hello,

I am on my way to this address to do a final check. I won't be back in the office before the weekend so I wanted to send you this e-mail now. The applicant has been very cooperative and has indicated that they made all of the requested changes. I am confident that when I go to the location this will be true and all of the things will be done. You can consider this the PD approval for the location.

PS...The applicant is Katie 618-1767. THX

James Dickey  
Planning and Research  
Long Beach Police Department  
(562) 570-5805

**REVISED CONDITIONS OF APPROVAL  
ZONE CHANGE, STANDARDS VARIANCE, SITE PLAN REVIEW**

**Case No. 0312-19  
Date: February 2, 2006**

1. This permit and all development rights hereunder shall **terminate one year** from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced, a business license establishing the use is obtained 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 permit shall be invalid if the owner(s) and applicant(s) have failed to return **written acknowledgment** of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date). Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval to the satisfaction of the Zoning Administrator.
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. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow **periodic re-inspections**, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).
6. All operational conditions of approval of this permit **must be posted** in a location visible to the public, in such a manner as to be readable when the use is open for business.

Case No. 0312-19  
February 2, 2006

7. 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.
8. The Director of Planning and Building is authorized to make **minor modifications** to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project and if no detrimental effects to neighboring properties are caused by said modifications. Any major modifications shall be reviewed by the Zoning Administrator or Planning Commission, respectively.
9. Site development, including landscaping, shall conform to the approved plans on file in the Department of the Planning and Building. At least **one set of approved plans** containing Planning, Building, Fire and, if applicable, Redevelopment and Health Department stamps **shall be maintained at the job site**, at all times for reference purposes during construction and final inspection.
10. 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. 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 Planning and Building.
11. All landscaped areas must be maintained in a neat and healthy condition, including public parkways and street trees. Any dying or dead plant materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42 (Landscaping) of the Zoning Regulations. At the discretion of city officials, a yearly inspection shall be conducted to verify that all irrigation systems are working properly and that the landscaping is in good healthy condition~~g~~. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by the City Council.
12. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants. This shall encompass the maintenance of exterior facades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).
13. Any graffiti found on site must be removed within 24 hours of its appearance.

Case No. 0312-19  
February 2, 2006

14. All parking areas serving the site shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent or abutting residential buildings or neighborhoods pursuant to Section 21.41.259. **Other security measures may be required to be provided to the satisfaction of the Chief of Police.**
15. **Energy conserving equipment**, lighting and construction features shall be utilized on the building.
16. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau must be secured.
17. Separate building 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 by service level standards, including but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.
19. The applicant shall file a separate plan check to submittal to the Long Beach Fire Department for their review and approval prior to the issuance of a building permit.
20. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
  - a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
  - b. Saturday: 9:00 a.m. – 6:00 p.m.; and
  - c. Sundays: not allowed
21. Any off-site improvements found to be damaged shall be replaced to the satisfaction of the Director of Public Works.
22. Compliance is required with these Conditions of Approval as long as this use is on site. As such, the site shall be available for periodic reinspection conducted at the discretion of city officials, to verify that all conditions of approval are being met. The property owner shall reimburse the City for the inspection cost as per

special building inspection specifications established by City Council.

23. 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.
24. The developer to the satisfaction of the Director of Public Works shall reconstruct any off-site improvements found damaged as a result of construction activities.
25. Developer shall construct an ADA compliance wheelchair curb ramp at the intersection of the West 34<sup>th</sup> Street and Denver Avenue, and dedicate whatever corner cut-off is necessary to provide the required 4' wide landing.
26. Demolition and reconstruction of curb and gutter, driveways, sidewalks, wheelchair ramps, roadways and alley pavements, removal and relocation of utilities, traffic signal installations and modification, traffic striping and signing, street removals and plantings in the public right-of-way, shall be performed under Public Works street improvement permit. Permit to be obtained from the Public Works Department.
27. The location of any proposed driveways shall be approved by the Director of Public Works.
28. Developer shall dedicate the easterly 3' of the site for street purposes along Delta Avenue and construct sidewalk there to dedicate 5' of eastern edge of parking to increase alley width.
29. Developer shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements until final inspection of the on-site improvements by the City. Any such on-site improvements found damaged by the Developer shall be repaired or replaced by the Developer to the satisfaction of the Director of Public Works.
30. The Developer shall construct all improvements needed to provide full ADA

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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.

31. The Developer shall remove unused driveways and replace with full-height curb, curb gutter, and sidewalk. 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 requirements.
32. The Developer shall reconstruct the concrete sidewalk panels on West 32<sup>nd</sup> Street that have been damaged by tree roots. Sidewalk improvements shall be constructed with minimum 3-inch Portland cement concrete.
33. The Developer shall provide for 4-foot square tree wells, and new trees with root barriers within the public parkway areas that are paved with concrete pavement. Street trees spaced 25-feet on-center with root barriers and ground cover shall also be installed within the grassy parkways adjacent to the project site. Parkway areas that have been reconstructed to full-height curb shall be provided with new ground cover. Developer and/or successors shall privately maintain all required street trees, any landscaping and sprinkler systems required in connection with this project.
34. Developer to contact Street Tree Division prior to beginning the tree planting, landscaping and irrigation system work.
35. The Developer shall submit detailed off-site improvements plans to the Department of Public Works for review and approval.
36. The Developer shall contact Long Beach Transit to coordinate design and construction issues and to ensure that the proposed project does not interfere with transit bus lines.
37. The Developer shall contact Traffic and Transportation Bureau to modify or repaint the existing curb marking zones, adjacent to the project site.
38. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as a result of construction activities to the satisfaction of the Traffic Engineer.
39. The Developer shall repaint all traffic markings obliterated or defaced by the construction activities to the satisfaction of the City Traffic Engineer.

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40. Prior to obtaining building permit applicant shall submit on-site landscape and irrigation plans for review and approval by the Director of Planning and Building.
41. Prior to issuance of building permits the Developer shall obtain Long Beach Police Department approval.
42. Per LBMC Sections 21.41.261; 21.41.263 and 21.41.269 the parking lot shall be paved to minimum standards, properly marked and wheel stops installed.
43. Classrooms are to be used exclusively for Sunday school use.
44. The use of the social hall shall be limited as follows:
  - a. The social hall may not be used for separate events during hours of church services;
  - b. Hours of operation are limited to 8:00 a.m. until 10:00 p.m. on Sunday through Thursday; and
  - c. Hours of operation are limited to 9:00 am. Until midnight on Friday and Saturday; and
  - d. No amplified music shall be played beyond 10:00 p.m.
45. Parking lot lighting shall be installed pursuant to LBMC Section 21.41.259.
46. A 6'6" solid fence or masonry wall and trees shall be installed along the northern edge of the parking lot in compliance with Section 21.41.66.
47. The north parking lots shall be secured during off-hours.
48. In the event amplified music is played, doors and windows shall remain closed and the building shall be designed with adequate soundproofing to meet the standards of the City's noise ordinance.

**ST. LUKE HOLY BAPTIST CHURCH  
1401 WEST 34<sup>TH</sup> STREET  
LONG BEACH, CA 90810  
562-427-3759**

Rev. Maurece R. Nelson, Sr. — Pastor  
Rev. E. I. Samuels — Asst. Pastor

March 28, 2006

City of Long Beach Department of Planning and Building  
333 W. Ocean Blvd, 5<sup>th</sup> Floor  
Long Beach, California 90802

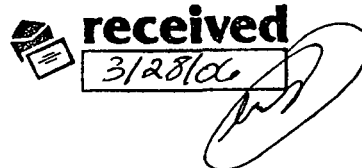
Re: Council Hearing for St. Luke Baptist Church Expansion  
1401 W. 34<sup>th</sup> St Project # ND-02-05

Dear Jayme Mekis:

The changing of our hearing date from April 18<sup>th</sup>, to May 9<sup>th</sup>, 2006, is acceptable with the Pastor, Officers, and Members of the St. Luke Holy Baptist Church. Looking forward to seeing you, and thank you for all your help and support.

Yours in His Service

*Maurece R. Nelson Sr.*  
Rev. Maurece R Nelson Sr., Pastor  
Euria Batiste, Church Clerk





ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE  
CITY OF LONG BEACH AMENDING THE USE DISTRICT  
MAP OF THE CITY OF LONG BEACH AS SAID MAP HAS  
BEEN ESTABLISHED AND AMENDED BY AMENDING  
PORTIONS OF PART 14 OF SAID MAP FROM  
RESIDENTIAL, SINGLE FAMILY (R-1-N) TO INSTITUTIONAL  
(I) FOR PROPERTY LOCATED AT 1401 W. 34TH STREET,  
IN THE CITY OF LONG BEACH (RZ-0312-19)

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

Section 1. Environmental documentation having been prepared, certified,  
received and considered as required by law, and the City Council hereby finding that  
the proposed change will not adversely affect the character, livability or appropriate  
development of the surrounding area and that the proposed change is consistent with  
the goals, objectives and provisions of the General Plan, the official Use District Map of  
the City of Long Beach, as established and amended, is further amended by amending  
portions of Part 14 of said Map to rezone the subject property from Residential, Single  
Family (R-1-N) to Institutional (I). That portion of Part 14 of said map that is amended  
by this ordinance is depicted on Exhibit "A" which is attached hereto and by this  
reference made a part of this ordinance and the official Use District Map.

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

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

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

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of \_\_\_\_\_, 2006, by the following vote:

Ayes: Councilmembers: \_\_\_\_\_

Noes: Councilmembers: \_\_\_\_\_

**Absent:** \_\_\_\_\_ **Councilmembers:** \_\_\_\_\_

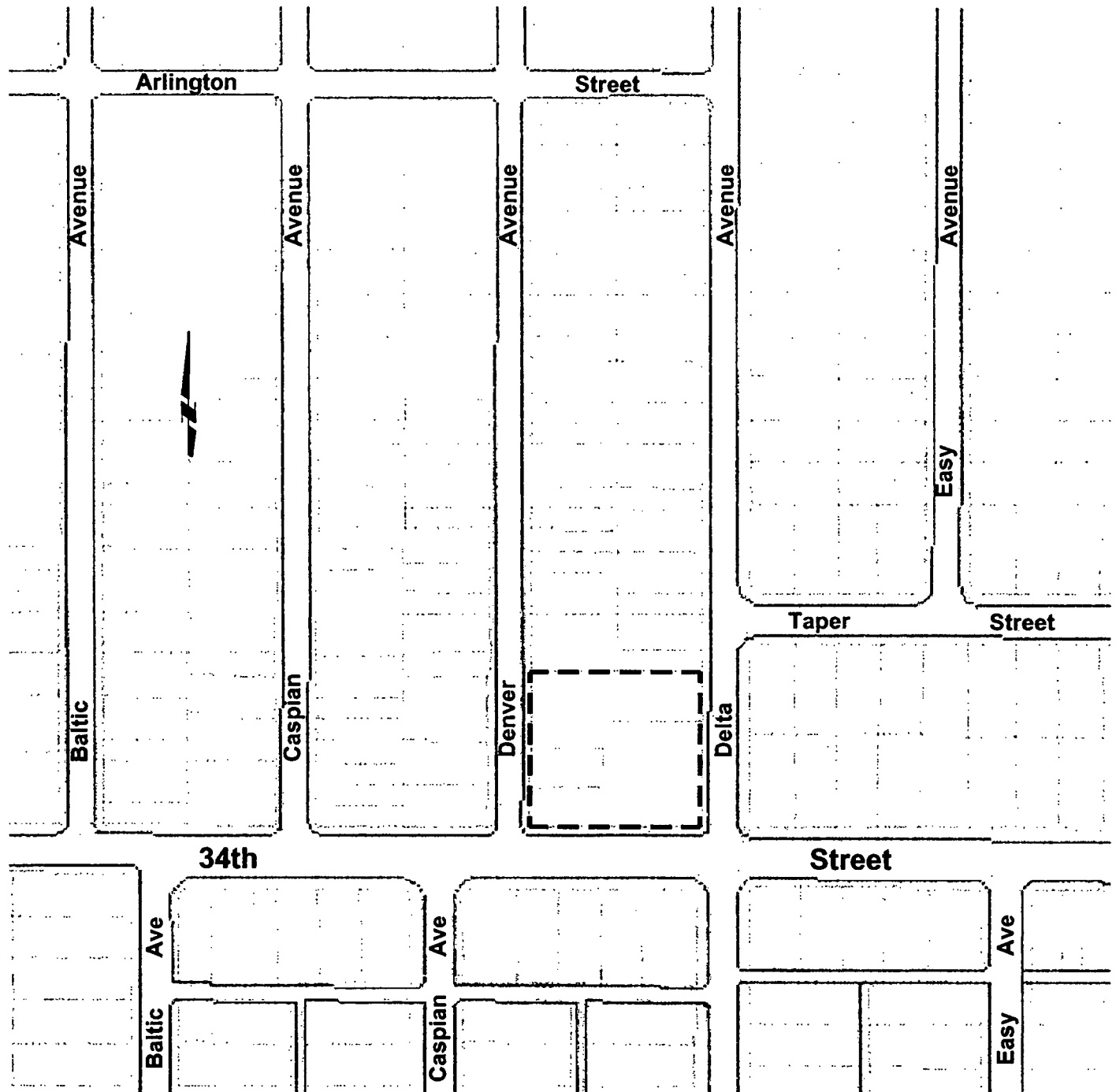
**City Clerk**

Approved: \_\_\_\_\_

Mayor

MJM:kjm 4/28/06 #06-02034

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Rezone: from R-1-N (Residential, Single Family) to I (Institutional)

# AMENDMENT TO A PORTION OF PART 14 OF THE USE DISTRICT MAP.

REZONING CASE

RZ-0312-19