



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

THE CITY OF SIGNAL HILL
WELCOMES YOU TO A REGULAR
PLANNING COMMISSION MEETING
April 19, 2016

The City of Signal Hill appreciates your attendance. Citizen interest provides the Planning Commission with valuable information regarding issues of the community. Meetings are held on the 3rd Tuesday of every month.

Meetings commence at 7:00 p.m. There is a public comment period at the beginning of the regular meeting, as well as the opportunity to comment on each agenda item as it arises. Any meeting may be adjourned to a time and place stated in the order of adjournment.

The agenda is posted 72 hours prior to each meeting on the City's website and outside of City Hall and is available at each meeting. The agenda and related reports are available for review online and at the Community Development office and Library on the Friday afternoon prior to the Commission meeting. Agenda and staff reports are also available at our website at www.cityofsignalhill.org.

During the meeting, the Community Development Director presents agenda items for Commission consideration. The public is allowed to address the Commission on all agenda items. The Chair may take agenda items out of order and will announce when the period for public comment is open on each agenda item. The public may speak to the Commission on items that are not listed on the agenda. This public comment period will be held at the beginning of the public portion of the meeting. You are encouraged (but not required) to complete a speaker card prior to the item being considered, and give the card to a City staff member. The purpose of the card is to ensure speakers are correctly identified in the minutes. However, completion of a speaker card is voluntary, and is not a requirement to address the Commission. The cards are provided at the rear of the Council Chamber. Please direct your comments or questions to the Chair.

CALL TO ORDER

ROLL CALL

CHAIR FALLON
VICE-CHAIR AUSTIN
COMMISSIONER BENSON
COMMISSIONER MURPHY
COMMISSIONER RICHÁRD

PLEDGE OF ALLEGIANCE

PUBLIC BUSINESS FROM THE FLOOR ON ITEMS NOT LISTED ON THIS AGENDA

PUBLIC HEARINGS

(1) Conditional Use Permit 16-01 Auto Center Freeway Sign

Summary: The applicant, Yesco Signs, LLC, on behalf of the Signal Hill Auto Center Association, is seeking approval to refurbish and operate the existing outdoor advertising structure at 3100 California Avenue. Improvements to the freeway sign include new colors (blue, grey and white), new vinyl graphics incorporating the Signal Hill logo with text reading "Signal Hill Auto Center" and upgraded technology with a new color LED (Light Emitting Diode) display. The project requires a new Conditional Use Permit.

Recommendations: 1. Waive further reading and adopt a resolution recommending City Council adoption of Mitigated Negative Declaration 04/08/16(1). 2. Waive further reading and adopt a resolution recommending City Council approval of Conditional Use Permit 16-01.

(2) Zoning Ordinance Amendment 16-02 and Related Negative Declaration for Auto Center Accessory Uses

Summary: The Signal Hill Auto Center is a cornerstone of the City's economic development and vitality. A Zoning Ordinance Amendment is proposed to provide expanded land use opportunities for uses and businesses related to dealerships in the Signal Hill Auto Center. As proposed, the Zoning Ordinance Amendment would permit or conditionally permit the following uses in industrial zoning districts:

- Vehicle maintenance (detailing, prep. etc.)
- Vehicle rental (office and fleet storage)
- Vehicle repair
- Wholesale facilities (pre-leased and trade-ins)
- Vehicle storage with a Compliance Plan
- Vehicle body repair with a Conditional Use Permit
- Vehicle painting with a Conditional Use Permit

- Other auto center related uses with a Conditional Use Permit

These uses are only allowed subject to a determination based on findings establishing a direct business connection to one of the owned or operated, factory-authorized or nationally franchised automobile, truck and motorcycle sales and service dealerships located in the SP-4 Auto Center Specific Plan zoning district, or a “sole or majority service provider” of the specific service to a dealership located in the Auto Center.

Recommendation: 1. Waive further reading and adopt a resolution recommending City Council adoption of Negative Declaration 04/08/16(2). 2. Waive further reading and adopt a resolution recommending City Council approval of Zoning Ordinance Amendment 16-02.

COMMUNITY DEVELOPMENT DIRECTOR REPORTS

(3) Beautification Award Program

Summary: On March 15, 2016, staff sent an email soliciting nominations for candidates for the 1st quarter Beautification Award. On April 1, 2016, staff sent a reminder email with three suggested properties for consideration: 1) Gateway Center Pad A building at 959-999 E. Spring Street; 2) a commercial building at 1136-1140 E. Willow Street; and 3) ProScape Landscape at 1446 E. Hill Street. One Commissioner responded to the second email expressing support of the Pad A building at the Gateway Center. As of the date of preparation of the agenda, no additional nominations have been received, however, the Commission is welcome and encouraged to make nominations at the meeting.

Recommendation: Consider any additional nominations and select recipient(s).

(4) Strategic Plan Review

Summary: Staff will highlight goals and objectives contained in the City’s 2015-2019 Strategic Plan of potential interest to the Planning Commission.

Recommendation: Receive and file.

CONSENT CALENDAR

The following Consent Calendar items are expected to be routine and non-controversial. Items will be acted upon by the Commission at one time without discussion. Any item may be removed by a Commissioner or member of the audience for discussion.

(5) Minutes of the Following Meeting

Regular Meeting of March 15, 2016.

Recommendation: Approve.

(6) City Council Follow-up

Summary: Attached for review is a brief summary on the City Council's action from the March 22, 2016 and April 12, 2016 meetings.

Recommendation: Receive and file.

(7) Development Status Report

Summary: Attached for review is the monthly Development Status Report which highlights current projects.

Recommendation: Receive and file.

(8) In the News

Summary: Articles compiled by staff that may be of interest to the Commission.

Recommendation: Receive and file.

COMMISSION NEW BUSINESS

COMMISSIONER RICHÁRD
COMMISSIONER MURPHY
COMMISSIONER BENSON
VICE-CHAIR AUSTIN
CHAIR FALLON

ADJOURNMENT

Adjourn tonight's meeting to the next regular meeting to be held Tuesday, May 17, 2016 at 7:00 p.m. in the Council Chambers located at City Hall.

CITIZEN PARTICIPATION

If you need special assistance beyond what is normally provided to participate in City meetings, the City will attempt to accommodate you in every reasonable manner. Please call the City Clerk's office at (562) 989-7305 at least 48 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible.

April 1



CUP 16-01
Auto Center Freeway Sign

CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

PROCEDURES RELATIVE TO PUBLIC HEARINGS/WORKSHOPS

1. At the request of the Mayor/Chair, the City Clerk/Secretary reports on the Form of Notice given:
 - a. Notice was published in the *Signal Tribune* newspaper on April 8, 2016.
 - b. Notice was posted in accordance with Signal Hill Municipal Code Section 1.08.010 on April 8, 2016.
 - c. Mailed to property owners within a 300' radius on April 8, 2016.
2. Mayor/Chair asks for a staff report, which shall be included in written materials presented to the City Council/Commission so that they can be received into evidence by formal motion.

In addition, the staff report shall include the following:

- a. Summarize the resolution/ordinance;
 - b. The specific location of the property, and/or use, the surrounding properties;
 - c. The criteria of the Code which applies to the pending application; and
 - d. The recommendation of the Council/Commission and/or other legislative body of the City and staff recommendation.
3. Mayor/Chair declares the public hearing open.
4. Mayor/Chair invites those persons who are in favor of the application to speak.
5. Mayor/Chair invites those persons who are in opposition to the application to speak.
6. Applicant or their representative is provided a brief rebuttal period.
7. Mayor/Chair declares the public hearing closed.
8. Discussion by Council/Commission only.
9. City Attorney reads title of resolutions and/or ordinances.
10. City Clerk/Secretary conducts Roll Call vote.



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

April 19, 2016

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SELENA ALANIS
ASSOCIATE PLANNER**

**SUBJECT: PUBLIC HEARING – CONDITIONAL USE PERMIT 16-01 AUTO CENTER
FREEWAY SIGN**

Summary:

The applicant, Yesco Signs, LLC, on behalf of the Signal Hill Auto Center Association, is seeking approval to refurbish and operate the existing outdoor advertising structure at 3100 California Avenue. Improvements to the freeway sign include new colors (blue, grey and white), new vinyl graphics incorporating the Signal Hill logo with text reading "Signal Hill Auto Center" and upgraded technology with a new color LED (Light Emitting Diode) display. The project requires a new Conditional Use Permit.

Recommendations:

- 1) Waive further reading and adopt the following resolution, entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL ADOPTION OF MITIGATED NEGATIVE DECLARATION 04/08/16(1), RELATIVE TO CONDITIONAL USE PERMIT 16-01 TO REFURBISH AND OPERATE AN EXISTING OUTDOOR ADVERTISING STRUCTURE FOR THE SIGNAL HILL AUTO CENTER ASSOCIATION AT 3100 CALIFORNIA AVENUE

- 2) Waive further reading and adopt the following resolution, entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF CONDITIONAL USE PERMIT 16-01, A REQUEST TO REFURBISH AND OPERATE AN EXISTING OUTDOOR ADVERTISING STRUCTURE FOR THE SIGNAL HILL AUTO CENTER ASSOCIATION AT 3100 CALIFORNIA AVENUE

Strategic Plan Objectives:

Conditional Use Permit 16-01 supports Strategic Plan Goal #1 to ensure long-term fiscal stability and Objective 1.1 to continue efforts to diversify revenue sources (evaluation of electronic billboard opportunities); and Goal #3 to promote a strong local economic base and Objective 3.1.3 to help to retain existing businesses in the City and Objective 3.1.6 to help attract new auto dealerships.

Background:

In 1990, the Signal Hill Auto Center Association was formed in connection with the creation of the Signal Hill Auto Center. Today, the Signal Hill Auto Center consists of eight (8) dealerships selling approximately thirteen (13) different brands. The Auto Center is over 33 acres and is situated on Cherry Avenue and Spring Street.

On June 1, 1993, the City Council, after Planning Commission review, approved Conditional Use Permit 93-02 and Negative Declaration 4/16/93(1) for the construction and operation of an outdoor advertising structure at 3100 California Avenue in the CG, Commercial General, zoning district (Attachment A). The Association constructed the freeway sign in 1994.

In 2008, the Redevelopment Agency purchased the property at 3100 California Avenue. On May 13, 2008, the City Council, after Planning Commission review, approved Zoning Ordinance Amendment 08-05 which reclassified the site from CG, Commercial General to SP-4, Auto Center Specific Plan.

In 2013, SB 684 allowed off-site outdoor advertising structures to remain and to be considered an on-premises display until January 1, 2023, as long as display advertises for an area that was previously designated a redevelopment area. After January 1, 2022, a request for an extension of the sign permit could be made and considered by Caltrans, if it demonstrates good cause.

On January 21, 2014, the Successor Agency approved the transfer of the property to the City of Signal Hill for governmental purpose pursuant to Health and Safety Code Section 34181(a).

On March 15, 2016, the Planning Commission recommended City Council approval of Zoning Ordinance Amendment 16-01 which reclassified the site from “SP-4, Auto Center Specific Plan” to “PI, Public Institutional” and listed outdoor advertising structure as a Conditionally Permitted Use within the PI, Public Institutional, zoning district. The Council has not taken action on the item pending resolution of surface rights issues.

On April 12, 2016, the City Council previewed the proposed improvements to the freeway sign and approved the Lease Agreement for the Auto Center Freeway Sign between the City of Signal Hill and the Signal Hill Auto Center Association.

Analysis:

Existing Freeway Sign



The existing freeway sign consists of: a double face illuminated pylon sign 80' in height and setback approximately 30' from California Avenue. The exterior of the pylon has a charcoal grey stucco finish. The existing display consist of three advertising areas:

- 9' high by 35' wide identification display with text “Signal Hill Auto Center - Exit Cherry Ave. South”;
- 490-square-foot (14' high by 35' wide) electronic display (lamp display - 32 lamps high by 60 lamps wide); and
- 10' high by 35' wide changeable cabinet display with four up-lights.

Proposed Sign Improvements



The exterior of the freeway sign will be refurbished including new colors (blue, grey and white) and the identification display will feature a new design, similar to the monument signs used throughout the City with illuminated white text “Signal Hill Auto Center”.

The new color LED display includes upgraded technology which will allow for numerous advertising options including real pictures and various text options. The LED display will replace the bulb display and changeable cabinet display area. Therefore, the total advertising area will remain the same, but the size of the lighted display will increase by 385 square feet. The LED display will be a total of approximately 875 square feet (25' high by 35' wide). The display will be operated consistent with the State's Outdoor Advertising Act and Regulations and California Vehicle Code (Attachment B).

There will be no changes to the height, location and total size of the freeway sign. The existing up-lights will be removed.

Conditional Use Permit

Outdoor advertising structures require a conditional use permit. The Conditions of Approval have been updated to include:

- No motion, flashing or animation;
- Message duration shall at a minimum be six (6) seconds;
- Message transitions shall be instant;
- Automatic brightness control keyed to ambient light levels;
- Display to go dark if there is a malfunction;
- Hours of operation shall be from 5:00 am to midnight;
- Brightness shall be a maximum of 3,500 candelas per square meter daytime

- and 600 candelas at night time; and
- The display shall be angled outward in a V shape to direct light away from residential areas.

Mitigated Negative Declaration

An Initial Study was prepared for Conditional Use Permit 16-01 and found potentially significant environmental impacts unless mitigated. Mitigation measures have been included to address aesthetics and traffic/transportation impacts. The City Council will be the approving authority of the Mitigated Negative Declaration.

Approved by:

Scott Charney

Attachments

Conditional Use Permit 93-02
Conditions of Approval

Project Address: 3100 California Avenue, Signal Hill

Applicant: Signal Hill Redevelopment Agency

1. The project shall substantially conform to the site and building plans on file with the Planning Department, as herein modified or as modified by the Planning Commission. It shall be the responsibility of the developer, the architect, and the contractor to develop the project consistent with the aforementioned plans. Any substantial modification to the approved site or building plans, as determined by the Planning Director, shall be referred to the Planning Commission for review and approval.
2. Any modification from the above referenced site and building plans that are made without City approval shall constitute grounds for this Conditional Use Permit to be revoked following notice and a Public Hearing before the City Council.
3. Applicant, the owner of the fee interest, and any lessors or sub-lessors thereunder shall execute an agreement, in form approved by the City Attorney, restricting use of the sign and advertising material or copy thereon to promotion of retail sale of automobiles by dealers in the Signal Hill Auto Center.
4. The Conditional Use Permit granted hereunder shall be effective only during the effective period of any lease, or other property interest securing access to and use of the sign approved herein, held by the Signal Hill Redevelopment Agency, the Signal Hill Auto Dealers' Association or any of their successors in interest. In event of expiration of any such lease or other property interest, this Conditional Use Permit shall expire, without further notice or other proceedings and the sign shall be promptly removed and the site restored to its original condition.
5. The Conditional Use Permit granted hereunder shall expire within one year of the date of approval by the City Council if construction is not substantially completed.

I HAVE READ AND UNDERSTAND THE CONDITIONS OF APPROVAL.

Applicant's Signature

Date



Proposed Remodel of Existing Double Face Pylon
Scale: 3/32" = 1'-0"

Retrofit existing I.D. panel with new flexible sign face with vinyl overlay for graphics, internally illuminated

Replace existing electronic message center with new full color LED display, double face

20 mm
376 x 512 matrix
Cabinet: 26'-0.5" x 35'-2.3"
Active Area: 25'-5.5" x 34'-8"

25 mm (Optional Size)
304 x 416 matrix
Cabinet: 25'-11" x 35'-2.3"
Active Area: 25'-4" x 34'-8"

Remove existing trivision

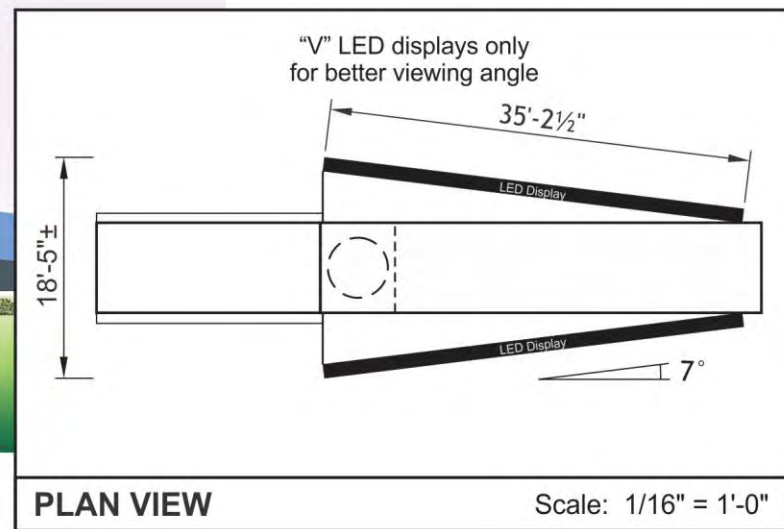
Repaint existing pole cover

COLOR KEY

PAINT	MATCH PMS #7469 C
VINYL	TO MATCH PMS #COOL GRAY 10 C
FLEX	WHITE
VINYL	TO MATCH PMS #427 C

ALL COLORS TO BE REVIEWED AND APPROVED BY CUSTOMER

NOTE: UNLESS OTHERWISE NOTED, THE COLORS DEPICTED ON THIS RENDERING MAY NOT MATCH ACTUAL COLORS ON FINISHED DISPLAY. PLEASE REFER TO COLOR CALLOUTS AND THEIR APPROPRIATE VENDOR SPECIFIED SAMPLES FOR APPROVED COLOR SPECIFICATIONS



End View



Existing Pylon



Proposed Remodel of Existing Pylon

EMI
ELECTRA-MEDIA, INC.
LAWNDALE - CALIFORNIA
Phone Number: (310) 725-0816

YESCO

LOS ANGELES DIVISION
10235 Belgrave Avenue, Jurupa Valley, CA 91752
Telephone: (909) 923-7668, Fax: (909) 923-5015
www.yesco.com

CALIFORNIA CONTRACTOR LICENSE NO. 980698

CLIENT INFORMATION

Name: Signal Hill Auto Center
Address: 3140 California Avenue
Signal Hill, CA 90755

Sales Exec: Dave Jones

SCALE	DATE	BY
NOTED	12/08/10	Kerry

REVISIONS

Date	By
05/28/13	KERRY
05/31/13	KERRY
03/05/14	KERRY
04/16/15	KERRY
02/08/16	KERRY
02/09/16	KERRY
02/25/16	KERRY

CUSTOMER APPROVAL

- ☐ ACCEPTED WITH NO CHANGES
- ☐ ACCEPTED WITH CHANGES AS NOTED
- ☐ REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)

(Title)

PRODUCTION APPROVAL

(Sales Exec. Signature) (Date)

(Production Mgr. Signature) (Date)

Design	10-9511-16 800913
Sheet	1 of 3

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

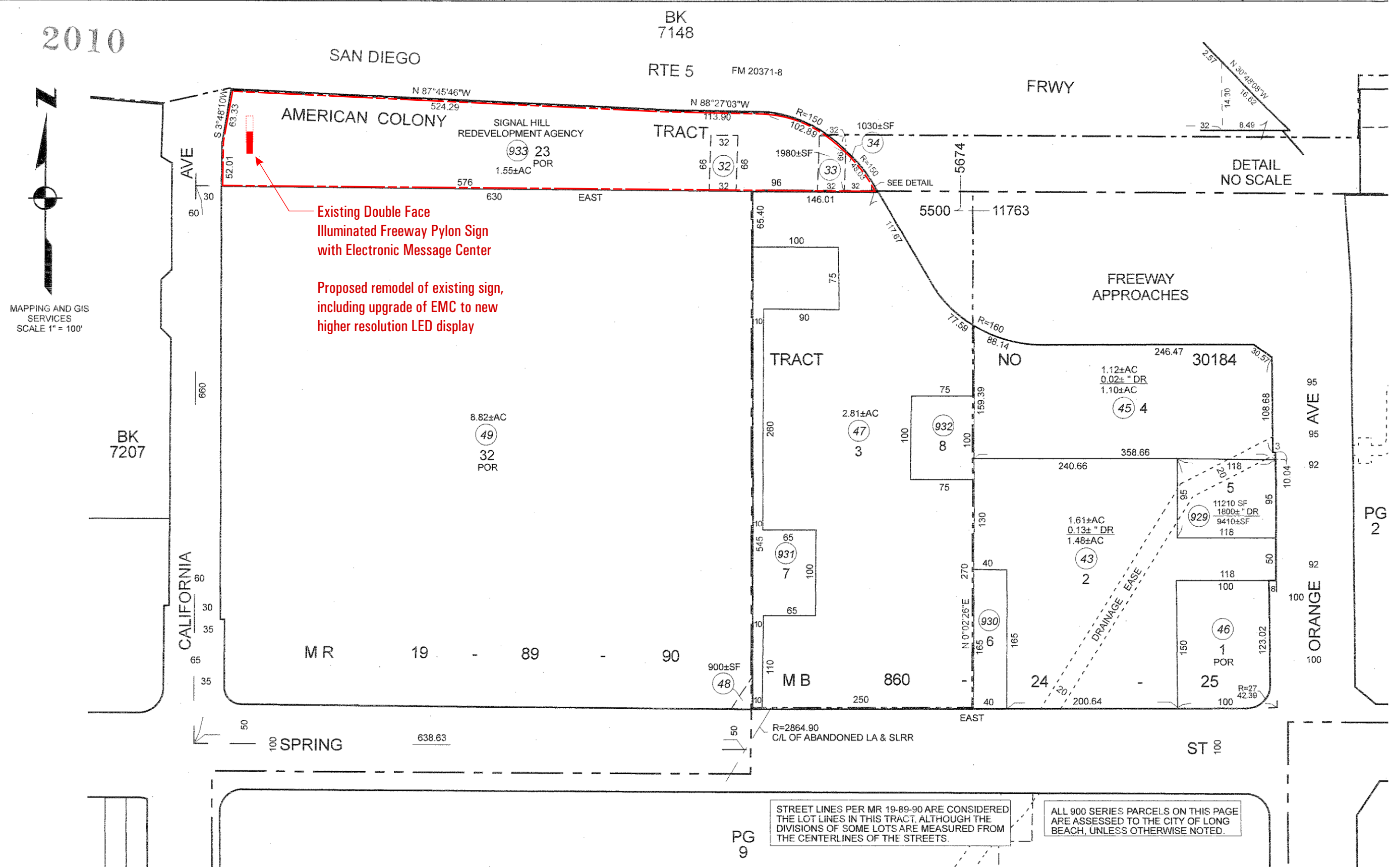
This drawing was created to assist you in visualizing our proposal. The original ideas herein are the property of YESCO SIGNS, LLC. Permission to copy or revise this drawing can only be obtained through a written agreement with YESCO. See your sales representative or call the nearest office of YESCO.

Colors represented in this drawing are for presentation only. They cannot match actual processes being used on finished products. All salespersons can reference manufacturer's color charts at your request. Cost of providing necessary wiring to sign area is not included in this sign proposal.

ASSESSORS PARCEL MAP: **APN #7212-001-933**

Not to Scale

7212	1	P. A. 7148-10 & 11	IRA 11763 5500 5674	REVISED 2004121402001001-26 2005032112006001-30	2009072802012001-30	SEARCH NO 1564	OFFICE OF THE ASSESSOR COUNTY OF LOS ANGELES COPYRIGHT © 2002
SHEET							



EMI
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CLIENT INFORMATION
Name: Signal Hill Auto Center
Address: 3140 California Avenue
Signal Hill, CA 90755
Sales Exec: Dave Jones

SCALE	DATE	BY
NOTED	12/08/10	Kerry

REVISIONS	
Date: 05/28/13	By: KERRY
▶ Added Cadillac	
Date: 05/31/13	By: KERRY
▶ Back to three options	
Date: 03/05/14	By: KERRY
▶ Show plan view w/ LED "V" shape	
Date: 04/16/15	By: KERRY
▶ Add hill graphic to top I.D. ▶ Add aerial view	
Date: 02/08/16	By: KERRY
▶ Revise colors on ID cabinet	
Date: 02/09/16	By: KERRY
▶ Revise colors on whole sign	
Date: 02/25/16	By: KERRY
▶ Added parcel map ▶ Added specs for permits	

CUSTOMER APPROVAL
☐ ACCEPTED WITH NO CHANGES
☐ ACCEPTED WITH CHANGES AS NOTED
☐ REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

Design	10-9511-16 800913
Sheet	2 of 3

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Cost of providing necessary wiring to sign area is not included in this sign proposal.



AERIAL VIEW - Existing Double Face Illuminated Pylon Sign Location

Not to Scale

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CLIENT INFORMATION

Name: Signal Hill Auto Center
Address: 3140 California Avenue
Signal Hill, CA 90755
Sales Exec: Dave Jones

SCALE	DATE	BY
NOTED	12/08/10	Kerry

REVISIONS

Date: 05/28/13	By: KERRY
► Added Cadillac	
Date: 05/31/13	By: KERRY
► Back to three options	
Date: 03/05/14	By: KERRY
► Show plan view w/ LED "V" shape	
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Date: 02/09/16	By: KERRY
► Revise colors on whole sign	
Date: 02/25/16	By: KERRY
► Added parcel map ► Added specs for permits	

CUSTOMER APPROVAL

- ☐ ACCEPTED WITH NO CHANGES
☐ ACCEPTED WITH CHANGES AS NOTED
☐ REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)

(Title)

PRODUCTION APPROVAL

(Sales Exec. Signature) (Date)

(Production Mgr. Signature) (Date)

Design	10-9511-16 800913
Sheet	3 of 3

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

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RESOLUTION NO. _____

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SIGNAL HILL, CALIFORNIA,
RECOMMENDING CITY COUNCIL ADOPTION OF
MITIGATED NEGATIVE DECLARATION 04/08/16(1),
RELATIVE TO CONDITIONAL USE PERMIT 16-01 TO
REFURBISH AND OPERATE AN EXISTING OUTDOOR
ADVERTISING STRUCTURE FOR THE SIGNAL HILL
AUTO CENTER ASSOCIATION AT 3100 CALIFORNIA
AVENUE**

WHEREAS, the applicant, Yesco Signs LLC for the Signal Hill Auto Center Association, submitted an application to refurbish the existing outdoor advertising structure (Auto Center freeway sign) at 3100 California Avenue for advertising and promotion of retail sales of automobiles by dealers in the Signal Hill Auto Center; and

WHEREAS, the City of Signal Hill, California, has prepared a Mitigated Negative Declaration for Conditional Use Permit 16-01 for the operation and refurbishment of the outdoor advertising structure for the Signal Hill Auto Center Association at 3100 California Avenue; and

WHEREAS, the Auto Center freeway sign supports Strategic Plan Goal #1 to ensure long-term fiscal stability and Objective 1.1 to continue efforts to diversify revenue sources (evaluation of electronic billboard opportunities); and Goal #3 to promote a strong local economic base and Objective 3.1.3 to help to retain existing businesses in the City and Objective 3.1.6 to help attract new auto dealerships; and

WHEREAS, pursuant to Guidelines for the Implementation of the California Environmental Quality Act, an Initial Study relative to the proposed project reveals that no substantial evidence exists that operation of the outdoor advertising structure may have a significant effect on the environment; and

WHEREAS, Mitigated Negative Declaration 04/08/16(1) was prepared indicating that the project would have a less than significant environmental impact with the implementation of mitigation measures. Mitigation measures have been included to address aesthetics and transportation; and

WHEREAS, on April 8, 2016, a Notice of Intent to adopt the Initial Study and proposed Mitigated Negative Declaration 04/08/16(1) was published in the Signal Tribune newspaper and was posted in accordance with Signal Hill Municipal Code Section 1.08.010; and

WHEREAS, the documents related to Mitigated Negative Declaration 04/08/16(1) were made available for public review and comments; and

WHEREAS, on April 8, 2016, a notice of Planning Commission public hearing regarding the associated Conditional Use Permit 16-01 for the outdoor advertising structure was published in the Signal Tribune newspaper, mailed to property owners within 300 feet and was posted in accordance with Signal Hill Municipal Code Section 1.08.010; and

WHEREAS, on April 19, 2016, the Planning Commission held a Public Hearing and all persons were given an opportunity to comment on the project and associated documents; and

WHEREAS, the City has incorporate all comments received and responses thereto.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Signal Hill, California, has considered the public comments and finds as follows:

1. The Initial Study prepared for the outdoor advertising structure identified no potentially significant effects on the environment with the implementation of mitigation measures.

2. The associated Conditional Use Permit is consistent with the Signal Hill General Plan and the Zoning Ordinance.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Planning Commission hereby recommends City Council adoption of Mitigated Negative Declaration 04/08/16(1) attached hereto as Attachment A.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Planning Commission of the City of Signal Hill, California held on the 19th day of April, 2016.

JANE FALLON
CHAIR

ATTEST:

SCOTT CHARNEY
COMMISSION SECRETARY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF SIGNAL HILL)

I, SCOTT CHARNEY, Secretary for the Planning Commission of the City of Signal Hill, California, do hereby certify that Resolution No. _____ was adopted at a regular meeting of the Planning Commission of the City of Signal Hill on the 19th day of April, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

SCOTT CHARNEY
COMMISSION SECRETARY
CITY OF SIGNAL HILL

Mitigated Negative Declaration 04/08/16(1)

**City of Signal Hill
Community Development Department
2175 Cherry Avenue
Signal Hill, CA 90755**

The City of Signal Hill Community Development Department has completed an Initial Study in accordance with the California Environmental Quality Act (CEQA) to determine whether the project described below may have a significant adverse effect on the environment. On the basis of that Initial Study, the City 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 proposed project either: a) has, or creates, no significant environmental impacts requiring mitigation; or b) will not create a significant adverse effect, because the Mitigation Measures described in the Initial Study have been added to the project.

The documents that constitute the Initial Study and provide the basis for and reasons for this determination are attached and are hereby made a part of this document.

Project: Conditional Use Permit 16-01 to operate the existing auto center freeway sign at 3100 California Avenue. The property is owned by the City of Signal Hill and is leased to the Signal Hill Auto Center Association for the outdoor advertising structure (freeway sign). The ground area that is leased is an approximate 1,752-square-foot site. Improvements to the freeway sign include: an approximately 875-square-foot (25' high by 35' wide) color LED (Light Emitting Diode) display, new paint colors (blue, grey and white), new internally illuminated vinyl graphics with text "Signal Hill Auto Center". The display will be operated consistent with the State's Outdoor Advertising Act and Regulations. The freeway sign is not accessible to the public, a secured service driveway is located off of California Avenue.

Hearing Dates: Planning Commission Public Hearing April 19, 2016, at 7:00 PM
City Council Public Hearing May 10, 2016, at 7:00 PM
at the City Hall Council Chambers, 2175 Cherry Avenue, Signal Hill, CA, 90755

NOTICE: If you wish to appeal the appropriateness or adequacy of this document, address your written comments regarding our findings 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 is provided for review by the general public and is about the environmental effects only. Further information for the proposed project may be reviewed at the Community Development Department, City Hall, 2175 Cherry Avenue, Signal Hill, California, 90755, between the hours of 7:30 AM to 5:30 PM Monday through Thursday and 7:30 AM to 4:30 PM on Fridays. We recommend calling the project planner in advance. The project planner for this project is:

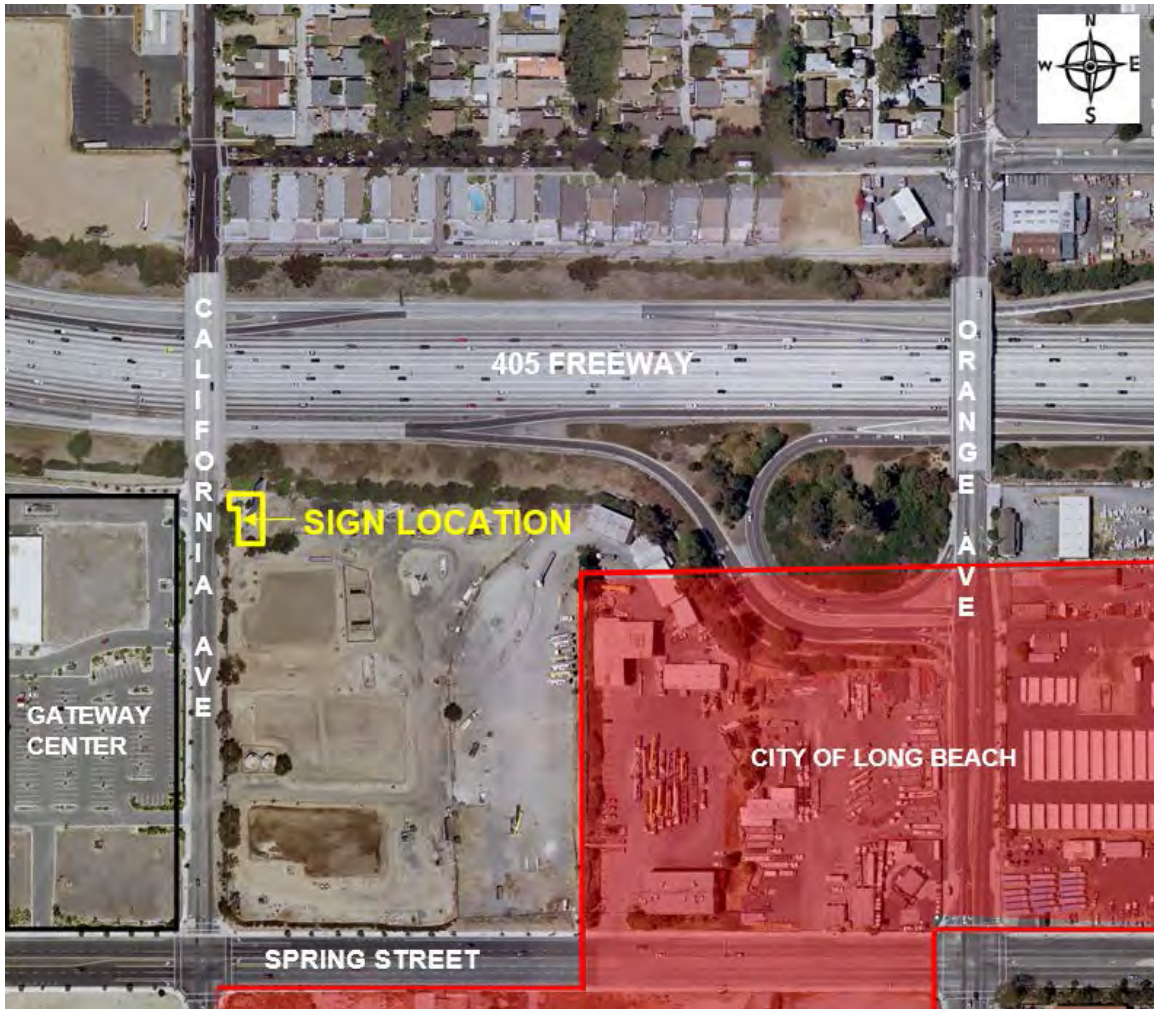
Name: Selena Alanis, Community Development Department

Phone: (562) 989-7341
Email: salanis@cityofsignalhill.org

ENVIRONMENTAL CHECKLIST AND INITIAL STUDY FORM

1.	Project Title: Conditional Use Permit 16-01 for the Auto Center Freeway Sign
2.	Lead Agency Name and Address: City of Signal Hill, 2175 Cherry Avenue, Signal Hill, CA 90755
3.	Contact Person and Phone Number: Selena Alanis, Community Development Department (562) 989-7341
4.	Project Location: 3100 California Avenue, Signal Hill, California 90755
5.	Project Sponsor's Name and Address: YESCO Signs, for the Signal Hill Auto Center Association 10235 Bellegrave Avenue, Jurupa Valley, CA 91752
6.	General Plan Designation: 3.2, Commercial General
7.	Zoning: SP-4, Auto Center Specific Plan
8.	Description of the Project: Conditional Use Permit 16-01 to operate the existing auto center freeway sign at 3100 California Avenue. The property is owned by the City of Signal Hill and is leased to the Signal Hill Auto Center Association for the outdoor advertising structure. The ground area that is leased is an approximate 1,752-square-foot site. Improvements to the freeway sign include: an approximately 875-square-foot (25' high by 35' wide) new color LED (Light Emitting Diode) display, new paint colors (blue, grey and white), and new internally illuminated vinyl graphics with text "Signal Hill Auto Center". The display will be operated consistent with the State's Outdoor Advertising Act and Regulations. The freeway sign is not accessible to the public, a secured service driveway is located off of California Avenue.
9.	Surrounding Land Uses and Setting: The project ground area is 1,752 square feet, the area has an existing outdoor advertising structure, double face illuminated pylon sign, referred to as the Auto Center Freeway Sign. The sign will remain at the current location, setback approximately 31' from the front (west) property line and 22' from the side (north) property line. The sign will remain at 80' in height with the display up approximately 48' from finished grade, visible from the I-405. The existing displays consist of a 9' high by 35' wide identification display with text "Signal Hill Auto Center - Exit Cherry Ave. South" and an approximately 490-square-foot 14' high by 35' wide electronic message center and 10' high by 35' wide changeable display that will be replaced. The exterior of the pylon is sheet metal with a charcoal grey stucco finish. New fencing and landscaping is not a part of the project. The site is surrounded by retail uses, industrial uses and the I-405 freeway. The remainder of the property is proposed for a future City Dog Park. The closest residential property is approximately 450 feet north of the site. The City of Long Beach is southeast of the site. The site is directly adjacent to the: south - land utilized by Signal Hill Petroleum's West Operating Unit zoned CG, Commercial General; west - The Gateway Center, a retail shopping center zoned SP-6, Commercial Corridor Specific Plan; east and north - the I-405 freeway.
10.	Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement). Caltrans

VICINITY MAP



ENVIRONMENTAL CHECKLIST

Project Name: CUP 16-01 for the Auto Center Freeway Sign

Date: 04/08/16(1)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
1. AESTHETICS. <i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY RESOURCES. <i>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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>				
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. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. <i>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:</i>				
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"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
4. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
a. Have a substantial adverse effect, 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, and 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"/>
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"/>
5. CULTURAL RESOURCES. <i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §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 CEQA Guidelines §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"/>
6. GEOLOGY AND SOILS. <i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) 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"/>
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 waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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"/>
9. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting 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 storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. <i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an 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"/>
11. MINERAL RESOURCES. <i>Would the project:</i>				
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"/>
12. NOISE. <i>Would the project result in:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 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 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"/>
13. POPULATION AND HOUSING. <i>Would the project:</i>				
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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES.				
a. 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:				
1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. TRANSPORTATION / TRAFFIC. <i>Would the project:</i>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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 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 due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>				
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	Potentially Significant Unless Mitigated	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 entitlements and resources, or are new or expanded entitlements 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"/>
18. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES). Will the project result in:				
a. Storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage delivery or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A significantly environmentally harmful increase in the flow rate or volume of storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A significantly environmentally harmful increase in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Harm the biological integrity of drainage systems and water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Will there be potential impact of project construction on storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Will there be potential impact of project post-construction activity on storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
b. Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF THE ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT: This section considers the impacts of the proposed project, including short-term and long-term impacts of the proposed actions such as the construction of the proposed project or its operations, and indirect or secondary impacts from project actions. For each environmental topic, the State CEQA guidelines provide a description of the "threshold of significance" to guide the Lead Agency in its determinations regarding whether there is a potential significant effect on the environment. One of the following determinations is made for each topic:

No Impact - the proposed project will not have any measurable impact on the environmental factor being analyzed.

Less Than Significant Impact - the proposed project would have an adverse impact relative to the environmental topic under consideration; however, the impacts would be below the threshold of significance.

Potentially Significant Unless Mitigated - the proposed project would result in environmental impacts that exceed the threshold of significance criteria, but mitigation measures incorporated into the project will mitigate the impact to a level that is less than significant. "Potentially Significant Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." A description of the mitigation measure(s) is provided along with a brief explanation of how they reduce the effect to a less than significant level.

Potentially Significant Impact - the proposed project would have impacts that are considered significant.

The explanation provided for each checklist question identifies the significance criteria or threshold used to evaluate project impacts, and mitigation measures are identified, if necessary, to reduce impacts to below a level of significance. Generally, the discussion of environmental impacts focuses on the adverse environmental impacts of a project; however, it is possible for a project to have beneficial environmental impacts in which case the benefits are identified, but not considered significant.

A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited by the Lead Agency. A "No Impact" answer is adequately supported if the reference 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 is considered sufficient 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).

A brief discussion provides the reference and the location where it may be reviewed. References used to prepare this document are numbered and shown as footnotes. These reference documents are available for review at the Community Development Department, City Hall, 2175 Cherry Avenue, Signal Hill, CA.

1. AESTHETICS

a) Would the project have a substantial effect upon a scenic vista?

No impact: The project is for refurbishment of an existing freeway sign on a 1,752-square-foot site. Improvements include new paint colors (blue, grey and white), new internally illuminated vinyl graphics with text "Signal Hill Auto Center", and a new 875-square-foot (25' high by 35' wide) color LED (Light Emitting Diode) display. The sign is 80' in height, therefore visible from the surrounding area, but it is not near a scenic vista. Therefore, no mitigation measures are required.

b) Would the project substantially damage scenic resources including, but not limited to trees, rock outcroppings and historic buildings within view of a State Scenic Highway?

No impact: The project will not substantially damage scenic resources including trees, rock outcroppings, or historic buildings. The existing site and surrounding area does not have any scenic resources. The I-405 freeway is not considered a State Scenic Highway, however a permit from Caltrans is required for the freeway sign as it is an outdoor advertising display. Therefore, no mitigation measures are required.

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

Less than significant impact: The freeway sign will not degrade the existing visual character of the site or surrounding area. The sign is 80' in height, therefore visible from the surrounding area. The structure is existing and the refurbishment for new paint, materials and LED display will improve the aesthetics of the area. The new design is similar to the City monument signs used throughout the City, and name of the Signal Hill Auto Center. Therefore, no mitigation measures are required.

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

Less than significant impact with implementation of mitigation measures: The new LED display will not bring a new source of light and glare to both daytime and nighttime views. The existing display emits light from 30 watt reflective lamps (32 lamps high and 60 lamps long). The size of the electronic display area will be increased by 385 square feet. However, the new display shall comply with all state and local regulations. The LED displays will be angled outward in a V-shape to direct light away from residential and directly to the freeway. The State's Outdoor Advertising Act regulations prohibit any illumination or message change that is in motion or appears to be in motion or that changes in intensity or exposes its message for less than four seconds. The California Vehicle Code Section 21466.5 places limits on maximum light output. In addition, the Outdoor Advertising Association of America recommends that a commonly sized LED billboard should commit to a maximum ambient light output of 0.3 foot-candles at a distance of 250 feet from the billboard and the light levels should be set to adjust, based upon ambient light conditions. The display is equipped with a full color LED video display which can display text, animation, pictures and video. The message board would display advertisements for the Signal Hill Automobile Dealership Association and public notifications. A mitigation measure has been added to adjust the intensity of the lighting and turn off the sign at night to address light and glare and traffic safety.

Mitigation Measure

The Economic Development Manager shall monitor the illumination of the sign to:

1. Adjust the illumination (luminance/nits) based on ambient light conditions.
2. Allow a minimum display time for each message of six (6) seconds.
3. Display change time should not exceed one (1) second.
4. Limit the hours of operation from 5:00 a.m. to 12:00 a.m.
5. Prohibit text from scrolling, moving, flashing and/or being animated (except in the case of an emergency).
6. Brightness shall be a maximum of 3,500 candelas per square meter daytime and 600 at nighttime.

2. AGRICULTURE AND FORESTRY

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring program of the California Resources Agency, to non-agricultural use?

No impact: The project will not affect farmland or agriculture as there is not any farmland or agriculture zones within the City. Therefore, no mitigation measures are required.

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

No impact: The project will not conflict with existing zoning for agricultural use as there are not any farmland or agriculture zones within the City. Therefore, no mitigation measures are required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact: The project will not conflict with existing zoning or cause rezoning of forest land or timberland as there is no forest land or timberland within the City. Therefore, no mitigation measures are required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No impact: The project will not result in the loss of forest land to non-forest use as there is no forest land within the City. Therefore, no mitigation measures are required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact: The freeway sign will not convert any farmland, agricultural land, or forest land as the City of Signal Hill does not have any existing designated farmland, agricultural land or forest land. Therefore, no mitigation measures are required.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No impact: The freeway sign will not conflict with or obstruct implementation of an applicable air quality plan. The project will not result in grading or construction of a structure. Therefore, no mitigation measures are required.

b) Would the project violate any air quality standard or contribute substantially to an existing or project air quality violation?

No impact: The project will not violate any air quality standards or contribute substantially to air quality violations. The project will not result in grading or construction of a structure. Therefore, no mitigation measures are required.

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

No impact: The freeway sign will not result in a cumulatively considerable net increase of a criteria pollutant. Therefore, no mitigation measures are required.

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

No impact: The project will not expose sensitive receptors to substantial pollutant concentrations. High traffic freeways like the I-405 are considered to be a pollution source. No grading or construction is proposed. Therefore, no mitigation measures are required.

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

No impact: The freeway sign will not result in any objectionable odors. The closest residential homes are approximately 450 feet away north of the I-405-freeway. Therefore, no mitigation measures are required.

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, 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?

No impact: The freeway sign and associated refurbishment will not have a substantial adverse effect, either directly or through habitat modifications on species identified as candidate, sensitive or special status species. The project will not result in grading or construction of a structure. No fencing or landscaping is proposed for the project, fencing and landscaping will be completed with construction of the City Dog Park on the property. The City of Signal Hill is an urbanized area. Therefore, the City does not contain areas of viable wildlife habitat. Currently, there are no known candidate, sensitive or special status plant or wildlife species as designated by the California Department of Fish and Game or U.S. Fish and Wildlife Service within the City of Signal Hill. Therefore, no mitigation measures are required.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No impact: The project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community. The City of Signal Hill is an urbanized area. The General Plan indicates that there is no riparian habitat or other sensitive natural community as designated by the California Department of Fish and Game or U.S. Fish and Wildlife Service within the City of Signal Hill. Therefore, no mitigation measures are required.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact: There are no protected wetlands within the City of Signal Hill. Therefore, no mitigation measures are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No impact: The freeway sign will not have adverse effects on any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The General Plan indicates that most animals within Signal Hill are expected to be common, widespread and highly adaptable species. In addition, there are no wildlife corridors or nursery sites within the City. Therefore, no mitigation measures are required.

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

No impact: The project will not have adverse effects on any local policies or ordinances protecting biological resources. The City of Signal Hill does not have a tree preservation policy or ordinance. Therefore, no mitigation measures are required.

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

No impact: The freeway sign will not conflict with any adopted conservation plan. The City of Signal Hill does not have a habitat conservation plan. Therefore, no mitigation measures are required.

5. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines 15064.5?

No impact: The freeway sign and associated refurbishment will not cause a substantial adverse change in the significance of a historical resource. The project will not result in grading or construction of a structure. There are no known cultural resources at the site. Therefore, no mitigation measures are required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA guidelines 15064.5?

No impact: The project will not cause a substantial adverse change in the significance of an archaeological resource. There are no known archaeological resources identified at the site or within Signal Hill. Therefore, no mitigation measures are required.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

No impact: The freeway sign will not destroy a unique paleontological resource or site or unique geological feature. In addition, there are no known paleontological resources or geological features at the site or within the City of Signal Hill. Therefore, no mitigation measures are required.

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

No impact: The project will not disturb any human remains. Therefore, no mitigation measures are required.

6. 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: 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-

Priolo Earthquake Fault Zoning Map issues by the State Geologist for the area or based on other substantial evidence of a known fault? 2) Strong seismic ground shaking? 3) Seismic-related ground failure, including liquefaction? 4) Landslides?

No impact 3, 4 and Less than significant impact 1, 2: The site is not located within the Alquist-Priolo fault zone study area and does not result in the construction of a building/structure. Signal Hill like much of California is subject to strong seismic ground shaking. The subject property is not located within a known liquefaction or landslide area. The new display is considerably lighter than the existing display, but geotechnical study and structural reports will be reviewed during building plan check. Therefore, no mitigation measures are required.

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

No impact: The freeway sign and associated refurbishment will not result in soil erosion or loss of topsoil. The project will not result in grading or construction of a structure. Therefore, no mitigation measures are required.

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

No impact: The project is not located in a landslide or liquefaction hazard area. A soils report will be required for the grading and construction of the site. Therefore, no mitigation measures are required.

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

No impact: The freeway sign will not be located on expansive soils. Therefore, no mitigation measures are required.

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

No impact: The project will not result in septic tanks or alternative wastewater disposal systems. There are restroom facilities. Therefore, no mitigation measures are required.

7. GREENHOUSE GAS EMISSIONS

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

No impact: The freeway sign and associated refurbishment will not directly or indirectly generate greenhouse gas emissions. The project will not result in grading or construction of a structure. Therefore, no mitigation measures are required.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No impact: The project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases. The project is not expected to result in greenhouse gas emissions. Therefore, no mitigation measures are required.

8. HAZARDS AND HAZARDOUS MATERIALS

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

No impact: The freeway sign will not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. The freeway sign will not require routine transport for any materials. Therefore, no mitigation measures are required.

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

No impact: The project does not have any foreseeable hazard to the public through the release of hazardous materials in the environment. Therefore, no mitigation measures are required.

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

No impact: The project has no relation to hazardous emissions or handling of hazardous materials. Therefore, no mitigation measures are required.

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 create a significant hazard to the public or the environment?

No impact: The site is not on the States hazardous material sites list. Currently, there are not any listed hazardous material sites within the City of Signal Hill. Therefore, no mitigation measures are required.

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 project site is not be located within an airport land use plan. Therefore, no mitigation measures are required.

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: Long Beach Airport is not a private airstrip and there are no private airstrips within the vicinity of the project. Therefore, no mitigation measures are required.

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

No impact: The freeway sign will not impair or interfere with an adopted emergency response plan. The freeway sign can also be used for to display public information in the case of an emergency. Therefore, no mitigation measures are required.

h) Would the project 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?

No impact: The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires including where wildlands are adjacent to urbanized areas as it will not result in the construction of any buildings/structures. According to Cal Fire, Signal Hill contains a small area designated as a moderate fire hazard zone around the hilltop. The project site is not located in the moderate fire hazard zone and is at the lowest wildland fire risk. Therefore, no mitigation measures are required.

9. HYDROLOGY AND WATER QUALITY

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

No impact: The project will not violate any water quality standards or waste discharge requirements. The project will not result in grading or construction of a structure within the 1,752 square feet area. The location of the structure will remain. Therefore, no mitigation measures are required.

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 freeway sign will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge as the project will include permeable surfaces. The project will not result in grading or construction of a structure. Therefore, no mitigation measures are required.

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

No impact: The project will not alter existing drainage pattern of the site or alter the course of a stream or river which would result in erosion or siltation on or off-site. In addition, there are no streams or rivers within the City of Signal Hill. Therefore, no mitigation measures are required.

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 will not alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff. With the implementation of National Pollution Discharge of Erosion and Sediment (NPDES) plan there be less stormwater runoff than existing conditions. Therefore, no mitigation measures are required.

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

Less than significant impact: The project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems. Therefore, no mitigation measures are required.

f) Would the project otherwise substantially degrade water quality?

No impact: The project will not substantially degrade water quality. The project will not result in grading or construction of a structure. The project will not result in grading or construction of a structure. Therefore, no mitigation measures are required.

g) Would the project place housing within 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: The project will not result in the construction of housing. The City of Signal Hill is located in Flood Zone C which is not a flood hazard area. Therefore, no mitigation measures are required.

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

No impact: The project will not place structures within 100-year flood hazard area. The City of Signal Hill is located in Flood Zone C which is not a flood hazard area. Therefore, no mitigation measures are required.

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 will not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of a levee or dam failure. The City of Signal Hill is not in close proximity to a significant levee or dam. Therefore, no mitigation measures are required.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of inundation of seiche, tsunami, or mudflow?

No impact: The project will not expose people or structures to risk of loss, injury or death involving flooding due to a seiche, tsunami or mudflow. Therefore, no mitigation measures are required.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No impact: The project will not physically divide an established community. Since 1993, the existing freeway sign has been in place. The project includes refurbishment of the existing sign. Therefore, no mitigation measures are required.

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

Less than significant impact: The project will not conflict with an applicable land use plan, policy, or agency regulation adopted for the purpose of avoiding or mitigating an environmental effect. The site is currently zoned SP-4, Auto Center Specific Plan and General Plan designation is 3.2 Commercial General. A General Plan Amendment will be completed to change the land use designation from "3.2 Commercial General" to "PI Public Institutional" and a Zoning Ordinance Amendment will be reviewed to rezone the site from "SP-4 Signal Hill Auto Center" to "Public Institutions" and add "outdoor advertising structure" as conditionally permitted. Therefore, no mitigation measures are required.

c) Would the project conflict with any applicable habitat, conservation plan or natural community conservation plan?

No impact: The project will not conflict with any applicable habitat or conservation plan. The City of Signal Hill does not have a habitat or conservation plan. The City of Signal Hill is an urbanized area and does not contain areas that serve as a habitat for biological resources. Therefore, no mitigation measures are required.

11. MINERAL RESOURCES

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 site does not have any known mineral resources on it, but there are active oil wells nearby. The ground area of the freeway sign is not changing and will remain at 1,752 square feet. Therefore, no mitigation measures are required.

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: The project will not result in the loss of availability of a locally-important mineral resource recovery site. Therefore, no mitigation measures are required.

12. NOISE

a) Would the project result in exposure of persons to or generation of noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

No impact: The project will not result in exposure of persons to or generation of noise in excess of City standards. Noise is regulated in Signal Hill by Chapter 9.16 of the Signal Hill Municipal Code which establishes standards related to construction, vehicular, and machinery sources. Installation of the new display will comply with SHMC Chapter 9.16. Therefore, no mitigation measures are required.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No impact: The freeway sign not result in exposure of persons to groundborne vibrations or noise. Therefore, no mitigation measures are required.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No impact: The project would not result in a substantial permanent increase in ambient noise levels. Operation of the sign is not expected to be a source of noise. Therefore, no mitigation measures are required.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

No impact: The project will not result in a substantial temporary or periodic increase in ambient noise levels without the project. Operation of the sign is not expected to be a source of noise. Therefore, no mitigation measures are required.

e) For a project located in 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: According to the General Plan, Long Beach Airport is located approximately ½ mile northeast of Signal Hill. The City of Signal Hill is not within the airport's planning boundary or influence area. The project will not expose people working or visiting the site to excessive noise levels.

f) For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact: The Long Beach Airport is not a private airstrip and there are no private airstrips within the vicinity of the project. Therefore, no mitigation measures are required.

13. POPULATION AND HOUSING

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

No impact: The project will not result in substantial population growth either directly or indirectly. The freeway sign is not open to the public, the sign will display advertisements related to the Signal Hill Auto Center which already exists in the City. The sign currently displays advertisements for the Auto Center, the new display is not expected to result in any population growth. Therefore, no mitigation measures are required.

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

No impact: The project will not displace any existing housing. The sign is existing and will not be replacing any existing housing, the current zoning is auto center specific plan which could not be used as a legal lot for housing. Therefore, no mitigation measures are required.

c) Would the project displace a substantial number of people necessitating the construction of replacement housing elsewhere?

No impact: The project will not displace any people. Therefore, no mitigation measures are required.

14. PUBLIC SERVICES

a) 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:

- 1) **Fire protection?** No impact
- 2) **Police protection?** No impact
- 3) **Schools?** No impact
- 4) **Parks?** No impact.
- 5) **Other public facilities?** No impact

No impact: The project will not result in physical impacts to public services. The freeway sign is an existing structure. No grading or construction is proposed. Therefore, no mitigation measures are required.

15. 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?

Less than significant impact: The project is for operation and refurbishment of the Auto Center Freeway Sign electronic sign. The purpose of the electronic message board is to advertise the Signal Hill Auto Center and provide public notifications. The project is not expected to increase the use of existing recreational facilities. Therefore, no mitigation measures are required.

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 freeway sign does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no mitigation measures are required.

16. TRANSPORTATION/TRAFFIC

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than significant impact with implementation of mitigation measures: The freeway sign will not conflict with applicable traffic plans or systems with the implementation of mitigation measures. The operator has a permit from Caltrans to operate the sign. The size of the electronic display area will be increased by 385 square feet. The new display shall comply with all state and local regulations. The State's Outdoor Advertising Act regulations prohibit any illumination or message change that is in motion or appears to be in motion or that changes in intensity or exposes its message for less than four seconds. The California Vehicle Code Section 21466.5 places limits on maximum light output. In addition, the Outdoor Advertising Association of America recommends that a commonly sized LED billboard should commit to a maximum ambient light output of 0.3 foot-candles at a distance of 250 feet from the billboard and the light levels should be set to adjust, based upon ambient light conditions. The display is equipped with a full color LED video display which can display text, animation, pictures and video. The message board would display advertisements for the Signal Hill Automobile Dealership Association and public notifications. Brightness can be defined in terms of Luminance (nits) which is the measure of light emanating from an object. In addition, mitigation measures have been applied to monitor the illumination of the sign.

Mitigation Measure

The Economic Development Manager shall monitor the illumination of the sign to:

1. Adjust the illumination (luminance/nits) based on ambient light conditions.
2. Allow a minimum display time for each message of six (6) seconds.
3. Display change time should not exceed one (1) second.
4. Limit the hours of operation from 5:00 a.m. to 12:00 a.m.
5. Prohibit text from scrolling, moving, flashing and/or being animated (except in the case of an emergency).
6. Brightness shall be a maximum of 3,500 candelas per square meter daytime and 600 at nighttime.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No impact: The freeway sign does not conflict with an applicable congestion management program. The advertisements will not result in an increase in traffic going to the Signal Hill Auto Center beyond the existing traffic conditions, as vehicle trips are already accounted for with the current operations of the sign and Auto Center. Therefore, no mitigation measures are required.

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 freeway will not have an impact on aircraft or air traffic patterns. The sign will remain at 80' in height. Therefore, no mitigation measures are required.

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

Less than significant impact with implementation of mitigation measures: The operational effects of the electronic sign on drivers attention, visibility and impacts to the community is regulated under the State's Outdoor Advertising Act and California Vehicle Code. The following mitigation should be applied to reduce hazards related to driver distraction.

Mitigation Measure

The Economic Development Manager shall monitor the illumination of the sign to:

1. Adjust the illumination (luminance/nits) based on ambient light conditions.
2. Allow a minimum display time for each message of six (6) seconds.
3. Display change time should not exceed one (1) second.
4. Limit the hours of operation from 5:00 a.m. to 12:00 a.m.
5. Prohibit text from scrolling, moving, flashing and/or being animated (except in the case of an emergency).
6. Brightness shall be a maximum of 3,500 candelas per square meter daytime and 600 at nighttime.

e) Would the project result in inadequate emergency access?

No impact: The project will not result in inadequate emergency access. The sign will be accessible by a driveway off California Avenue and a locked gate. Therefore, no mitigation measures are required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No impact: The project will not conflict with adopted policies, plans or programs supporting public transportation or decrease the use or performance of such facilities. Therefore, no mitigation measures are required.

17. UTILITIES AND SERVICE SYSTEMS

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

No impact: The project will not result in any grading or infrastructure that would exceed wastewater treatment requirements. Therefore, no mitigation measures are required.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

No impact: The project will not require the construction of new water or wastewater treatment facilities. There are no sewer systems proposed. Therefore, no mitigation measures are required.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d) No impact: The project will not result in any grading or construction that would result in a new storm water drainage facility. Therefore, no mitigation measures are required.

e) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No impact: The freeway sign will not use water on-site to operate. Therefore, no mitigation measures are required.

f) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No impact: There are no sewer lines or sewer facilities necessary for the project. Therefore, no mitigation measures are required.

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

No impact: The operation of the freeway sign will not produce refuse on-site or result in the need for solid waste disposal. The waste generated from construction will be disposed of per waste and demolitions material plans. Therefore, no mitigation measures are required.

h) Would the project comply with federal, state and local statutes and regulations related to solid waste?

No impact: The operation of the freeway sign will not produce refuse on-site or result in the need for solid waste disposal. The waste generated from construction will be disposed of per waste and demolitions material plans. Therefore, no mitigation measures are required.

18. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

All development projects are reviewed to determine if a Standard Urban Storm Water Mitigation Plan (SUSWMP) is required. All projects must employ Best Management Practices (BMP) to accomplish the goals of the Storm Water Planning Program. Large projects, projects in environmentally sensitive areas, and in hillside locations must also prepare a Storm Water Pollution Prevention Plan (SWPPP).

a) Would the project result in storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials?

No impact: The project will not result in storm water system discharges from areas for material storage, vehicles or equipment fueling, vehicle or equipment maintenance, waste water handling, or hazardous materials. There are no material storage, vehicle fueling, equipment maintenance or handling of hazardous material uses for the subject site. Therefore, no mitigation measures are required.

b) Would the project result in a significant environmentally harmful increase in the flow rate or volume of storm water runoff?

No impact: The project will not result in a significant environmentally harmful increase in the flow rate or volume of storm water runoff. No grading or construction will result from the project. Therefore, no mitigation measures are required.

c) Would the project result in a significant environmentally harmful increase in erosion of the project site or surrounding areas?

No impact: The freeway sign will not result in a significant environmentally harmful increase in erosion of the project site or surrounding areas. Therefore, no mitigation measures are required.

d) Would the project result in storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?

No impact: The project will not result in storm water discharges that would negatively impact receiving waters. No grading or construction is proposed. Therefore, no mitigation measures are required.

e) Would the project harm the biological integrity of drainage systems and water bodies?

No impact: The freeway sign will not harm the biological integrity of drainage systems or water bodies. The project will not introduce chemicals or substances that will negatively affect drainage systems and water bodies. Therefore, no mitigation measures are required.

f) Will there be potential impact of project construction on storm water runoff?

Less than significant impact: There will be a less than significant impact to stormwater runoff to install the new display. No grading or construction will result from the project. Therefore, no mitigation measures are required.

g) Will there be potential impact of project post-construction activity on storm water runoff?

No impact: There is no grading or construction proposed. The freeway sign does not have a potential impact on storm water.

19. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish and 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 freeway sign and Conditional Use Permit 16-01 will not degrade the quality of the environment or substantially reduce the habitat of fish or wildlife. Therefore, no significant impacts are expected to wildlife or historical resources.

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 freeway sign and Conditional Use Permit 16-01 will not have a cumulatively considerable impact on the environment.

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

Less than significant impact with implementation of mitigation measures: The freeway sign and Conditional Use Permit 16-01. The existing display emits light from 30 watt reflective lamps (32 lamps high and 60 lamps long). The size of the electronic display area will be increased by 385 square feet. However, the new display shall comply with all state and local regulations. The State’s Outdoor Advertising Act regulations prohibit any illumination or message change that is in motion or appears to be in motion or that changes in intensity or exposes its message for less than four seconds. The California Vehicle Code Section 21466.5 places limits on maximum light output. In addition, the Outdoor Advertising Association of America recommends that a commonly sized LED billboard should commit to a maximum ambient light output of 0.3 foot-candles at a distance of 250 feet from the billboard and the light levels should be set to adjust, based upon ambient light conditions. The display is equipped with a full color LED video display which can display text, animation, pictures and video. The message board would display advertisements for the Signal Hill Automobile Dealership Association and public notifications. A mitigation measure has been added to adjust the intensity of the lighting and turn off the sign at night to address light and glare and traffic safety.

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 proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

X

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.

Scott Charney, Director of Community Development

Date

Auto Center Freeway Sign MND 04/08/16(1) - Mitigation Monitoring Program Checklist

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification / Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
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AESTHETICS & TRANSPORTATION/TRAFFIC								
MM-1	1. Adjust the illumination (luminance/nits) based on ambient light conditions. 2. Allow a minimum display time for each message of six (6) seconds. 3. Display change time should not exceed one (1) second. 4. Limit the hours of operation from 5:00 a.m. to 12:00 a.m. 5. Prohibit text from scrolling, moving, flashing and/or being animated (except in the case of an emergency). 6. Brightness shall be a maximum of 3,500 candelas per square meter daytime and 600 at nighttime.	Applicant to implement mitigation measure with operation of the sign.	Annual Inspections of the Conditional Use Permit.	City of Signal Hill Economic Development Manager Department	Final Permit and Annual Inspections of the Conditional Use Permit.	City of Signal Hill Community Department	_____	City of Signal Hill Community Development Department

RESOLUTION NO. _____

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING
CITY COUNCIL APPROVAL OF CONDITIONAL USE
PERMIT 16-01, A REQUEST TO REFURBISH AND
OPERATE AN EXISTING OUTDOOR ADVERTISING
STRUCTURE FOR THE SIGNAL HILL AUTO CENTER
ASSOCIATION AT 3100 CALIFORNIA AVENUE**

WHEREAS, the applicant, Yesco Signs LLC for the Signal Hill Auto Center Association, submitted an application to refurbish the existing outdoor advertising structure (Auto Center freeway sign) at 3100 California Avenue for advertising and promotion of retail sales of automobiles by dealers in the Signal Hill Auto Center; and

WHEREAS, on June 1, 1993, the City Council approved Conditional Use Permit 93-02 and Negative Declaration 4/16/93(1) for the construction and operation of an outdoor advertising structure at 3100 California Avenue in the CG, Commercial General, zoning district; and

WHEREAS, in 1994 construction of the 80-foot sign double face pylon sign was completed, the advertising area was composed of three sections: an identification sign with text "Signal Hill Auto Center - Exit Cherry Ave. South," an electronic display and a changeable display cabinet; and

WHEREAS, the applicant plans to refurbish the existing freeway sign including new paint colors (blue, gray and white), new internally illuminated vinyl graphics with text "Signal Hill Auto Center" and increasing the size of the electronic display by 385 square feet (26' high by 35' wide) color LED (Light Emitting Diode) display; and

WHEREAS, said land is legally described as that portion of farm lot 23, in the American Colony Tract, in the City of Signal Hill, County of Los Angeles, State of California, as per map recorded in book 19, pages 89 and 90 of miscellaneous records, in the office of the county recorder of said county; and

WHEREAS, on May 13, 2008, the City Council approved Zoning Ordinance Amendment 08-05 which reclassified the site from CG, Commercial General to SP-4, Auto Center Specific Plan; and

WHEREAS, on March 15, 2016, the Planning Commission recommended City Council approval of Zoning Ordinance Amendment 16-01 which reclassified the site from SP-4, Auto Center Specific Plan to PI, Public Institutional and listed outdoor advertising structure as a Conditionally Permitted Use within the PI, Public Institutional, zoning district; and

WHEREAS, pursuant to Signal Hill Municipal Code Chapter 20.64, entitled “Uses Subject to Conditional Use Permit,” the subject project for an outdoor advertising structure is properly a matter for Planning Commission review and recommendation to the City Council for approval; and

WHEREAS, the Auto Center freeway sign supports Strategic Plan Goal #1 to ensure long-term fiscal stability and Objective 1.1 to continue efforts to diversify revenue sources (evaluation of electronic billboard opportunities); and Goal #3 to promote a strong local economic base and Objective 3.1.3 to help to retain existing businesses in the City and Objective 3.1.6 to help attract new auto dealerships; and

WHEREAS, on April 8, 2016, a notice of a Planning Commission public hearing regarding the subject project was mailed to all property owners within 300 feet of the subject property and was posted in accordance with Signal Hill Municipal Code Section 1.08.010, and was published in the Signal Tribune newspaper; and

WHEREAS, on April 12, 2016, the City Council previewed the improvements to the freeway sign and approved the Lease Agreement for the Auto Center Freeway Sign between the City of Signal Hill and the Signal Hill Auto Center Association; and

WHEREAS, the Planning Commission has recommended City Council adoption of Mitigated Negative Declaration 04/08/16(1) related to Conditional Use Permit 16-01 for the outdoor advertising structure in satisfaction of requirements of the California Environmental Quality Act; and

WHEREAS, on April 19, 2016, a public hearing on the subject project was held and all interested parties were given an opportunity to be heard regarding the proposed project; and

WHEREAS, the City has incorporated all comments received and responses thereto.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Signal Hill, California, does hereby find as follows:

1a. The proposed project, subject to the attached conditions, is in conformance with the zoning ordinance, other ordinances and regulations of the City, and the following policies of the General Plan Land Use Element:

LAND USE ELEMENT GOAL 1 – Manage growth to achieve a well-balanced land use pattern that accommodates existing and future needs for housing, commercial and industrial land, open space, and community facilities and services, while maintaining a healthy, diversified economy adequate to provide future City revenues.

Land Use Element Policy 1.7 - Broaden the City's tax base by attracting commercial and industrial development to the City which will provide economic and employment benefits to the community while ensuring compatibility with other general plan goals and policies.

Finding regarding Policy 1.7 - The freeway sign will provide advertisements for the Signal Hill Auto Center. Sales tax generated from the Auto Center contribute to the City's tax base and economic viability.

LAND USE ELEMENT GOAL 3 – Assure a safe, healthy, and aesthetically pleasing community for residents and businesses.

Land Use Element Policy 3.12 - Encourage and promote high quality design and physical appearance in all development projects.

Finding regarding Policy 3.12 - The freeway sign and existing architecture is over ten years old. The refurbishment will improve the appearance of the freeway sign which is visible from the I-405 freeway and surrounding community.

Land Use Element Policy 3.13 - Reinforce Signal Hill's image and community identity within the greater Long Beach Metropolitan area.

Finding related to Policy 3.13 - The freeway sign is visible from vehicles traveling on the I-405 freeway, it is a representation of the Signal Hill Auto Center and City to those traveling the freeway. The advertisements and public announcements will reinforce the identity of the Signal Hill Auto Center.

1b. The site is adequate in size and shape to accommodate the use and all yards, spaces, walls and fences, parking, loading, landscaping, and other features required by this title to adjust the use with land and uses in the neighborhood.

The sign will be located on City-owned property. The area leased by the Signal Hill Auto Center Association is adequate in size and shape to accommodate the operation and maintenance of the freeway sign. The freeway sign is also compatible with the future City Dog Park that is proposed on the abutting property.

2. The site for the proposed use relates to the Streets and Highways element of the General Plan and is adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed use in that:

The project is for an existing freeway sign, the freeway sign and advertisements will not add any additional trip traffic than existing traffic levels.

3. Operation of an outdoor advertising structure at the location will have no adverse effect on abutting property or permitted use thereof in that conditions.

Conditions of Approval have been included to set operational standards for the freeway sign.

4. The conditions attached hereto are deemed necessary to protect the public health, safety, and general welfare (Attachment A).

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Planning

Commission of the City of Signal Hill, California, does hereby recommend City Council approval of Conditional Use Permit 16-01, subject to the attached recommended Conditions of Approval.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Planning Commission on this 19th day of April 2016.

JANE FALLON
CHAIR

ATTEST:

SCOTT CHARNEY
COMMISSION SECRETARY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF SIGNAL HILL)

I, SCOTT CHARNEY, Secretary of the Planning Commission of the City of Signal Hill, California, do hereby certify that Resolution No. _____ was adopted by the Planning of the City of Signal Hill, California, at a regular meeting held on the 19th day of April, 2016, and was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

SCOTT CHARNEY
COMMISSION SECRETARY

CONDITIONAL USE PERMIT 16-01
Recommended Conditions of Approval

Project: REFURBISHMENT AND OPERATION OF AN EXISTING
ELECTRONIC OUTDOOR ADVERTISING STRUCTURE FOR THE
SIGNAL HILL AUTO CENTER ASSOCIATION

Location: 3100 CALIFORNIA AVENUE

Agent/Applicant: YESCO SIGNS, LLC FOR THE SIGNAL HILL AUTO CENTER
ASSOCIATION

Property Owner: CITY OF SIGNAL HILL

1. The applicant shall agree to defend, indemnify and hold harmless, the City of Signal Hill, its agents, officers and employees from any claim, action or proceeding against the City of Signal Hill or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Signal Hill, its legislative body, advisory agencies, or administrative officers concerning subject approval. The City of Signal Hill will promptly notify the applicant of any such claim, action or proceeding against the City of Signal Hill and the applicant, or owner, will either undertake defense of the matter and pay the City's associated legal costs, or will advance funds to pay for defense of the matter by the City Attorney. If the City of Signal Hill 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 Signal Hill. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.
2. Approval shall be null and void if the refurbishment improvements associated with the subject Conditional Use Permit are not constructed within one year from the date of City Council approval unless a request for extension is requested and granted by the Director of Community Development.
3. The Community Development Department shall inspect the subject premises and report to the City Council on an annual basis regarding the applicant's compliance with these conditions. The City may add additional conditions, if necessary, or if any violations of these conditions have occurred, the Conditional Use Permit can be scheduled for revocation pursuant to Signal Hill Municipal Code 20.64.120 or other appropriate action.
4. The Conditional Use Permit granted hereunder shall be effective only during the effective period of any lease, or other property interest securing access to and use

of the sign approved herein, by the City of Signal Hill, the Signal Hill Auto Center Association or any of their successors in interest. In the event of expiration of any such lease or other property interest, this Conditional Use Permit shall expire, without further notice or other proceedings and the sign shall be promptly removed and the site restored to its original condition.

5. The lessor or sub-lessor shall execute an agreement, in form approved by the City Attorney, restricting use of the sign and advertising material or copy thereon to promotion of retail sale of automobiles by dealers in the Signal Hill Auto Center.
6. The Signal Hill Auto Center Association shall allow the City the right to utilize ten percent (10%) of the operation of the LED display for public service messages, messages shall be in sequence with the display of all other messages on the sign and shall be distributed throughout each day during normal operating hours in the same manner as Tenant's and various owner/operators advertisings.
7. The LED display shall be operated in compliance with the California Outdoor Advertising Act (California Business and Professions Code para 5200), and California Vehicle Code para 21466.5 and 21467.
8. The LED display shall be operated as follows:
 - a. No motion, flashing or animation;
 - b. Message duration shall at a minimum be six (6) seconds;
 - c. Message transitions shall be instant;
 - d. Automatic brightness control keyed to ambient light levels;
 - e. Display to go dark if there is a malfunction;
 - f. Hours of operation shall be from 5:00 am to midnight;
 - g. Brightness shall be a maximum of 3,500 candelas per square meter daytime and 600 candelas at night time; and
 - h. The display shall be angled outward in a V shape to direct light away from residential areas.
9. Prior to building permit issuance for the refurbishment, the applicant shall demonstrate freeway sign approval from Caltrans.
10. Access points, ladders, and catwalks shall be reasonably obscure and secured at all times while authorized personnel are not physically present at the site. Barbed wire or razor ribbon shall not be allowed for controlling access.
11. The Signal Hill Auto Center Association shall be responsible for regular maintenance and upkeep of the freeway sign consistent with the adopted plans, drawings and photo simulations as conditioned, including but not limited to: re-finish any painted and textured surfaces as needed, replacing any damaged element such as display, superstructure, removal of graffiti and ensuring all equipment complies with the City Code standards.

12. The applicant shall be furnished with this list of conditions and shall sign an acknowledgment of the fact that should they default on the above Conditions, the default shall constitute a violation of the permit and shall be cause for its revocation.

End of Conditions.

April 2



ZOA 16-02
Auto Center
Accessory Uses

CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

PROCEDURES RELATIVE TO PUBLIC HEARINGS/WORKSHOPS

1. At the request of the Mayor/Chair, the City Clerk/Secretary reports on the Form of Notice given:
 - a. Notice was published in the *Signal Tribune* newspaper per Government Code §65091(a)(4) on April 8, 2016.
 - b. Notice was posted in accordance with Signal Hill Municipal Code Section 1.08.010 on April 8, 2016.
2. Mayor/Chair asks for a staff report, which shall be included in written materials presented to the City Council/Commission so that they can be received into evidence by formal motion.

In addition, the staff report shall include the following:

- a. Summarize the resolution/ordinance;
 - b. The specific location of the property, and/or use, the surrounding properties;
 - c. The criteria of the Code which applies to the pending application; and
 - d. The recommendation of the Council/Commission and/or other legislative body of the City and staff recommendation.
3. Mayor/Chair declares the public hearing open.
4. Mayor/Chair invites those persons who are in favor of the application to speak.
5. Mayor/Chair invites those persons who are in opposition to the application to speak.
6. Applicant or their representative is provided a brief rebuttal period.
7. Mayor/Chair declares the public hearing closed.
8. Discussion by Council/Commission only.
9. City Attorney reads title of resolutions and/or ordinances.
10. City Clerk/Secretary conducts Roll Call vote.



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

April 19, 2016

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: COLLEEN DOAN
SENIOR PLANNER**

**SUBJECT: PUBLIC HEARING - ZONING ORDINANCE AMENDMENT 16-02 AND
RELATED NEGATIVE DECLARATION – AMENDMENTS TO TITLE 20
OF THE SIGNAL HILL MUNICIPAL CODE TO PERMIT ACCESSORY
USES ASSOCIATED WITH THE SIGNAL HILL AUTO CENTER
SPECIFIC PLAN**

Summary:

The Signal Hill Auto Center is a cornerstone of the City's economic development and vitality. A Zoning Ordinance Amendment is proposed to provide expanded land use opportunities for uses and businesses related to dealerships in the Signal Hill Auto Center. As proposed, the Zoning Ordinance Amendment would permit or conditionally permit the following uses in industrial zoning districts:

- Vehicle maintenance (detailing, prep. etc.)
- Vehicle rental (office and fleet storage)
- Vehicle repair
- Wholesale facilities (pre-leased and trade-ins)
- Vehicle storage with a Compliance Plan
- Vehicle body repair with a Conditional Use Permit
- Vehicle painting with a Conditional Use Permit
- Other auto center related uses with a Conditional Use Permit

These uses are only allowed subject to a determination based on findings establishing a direct business connection to one of the owned or operated, factory-authorized or nationally franchised automobile, truck and motorcycle sales and service dealerships

located in the SP-4 Auto Center Specific Plan zoning district, or a “sole or majority service provider” of the specific service to a dealership located in the Auto Center.

Recommendations:

- 1) Waive further reading and adopt the following resolution, entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF NEGATIVE DECLARATION 04/08/16(2), RELATIVE TO ZONING ORDINANCE AMENDMENT 16-02, REVISING TITLE 20 OF THE SIGNAL HILL MUNICIPAL CODE TO PERMIT AND CONDITIONALLY PERMIT ACCESSORY USES ASSOCIATED WITH THE SIGNAL HILL AUTO CENTER IN INDUSTRIAL ZONING DISTRICTS

- 2) Waive further reading and adopt the following resolution, entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF ZONING ORDINANCE AMENDMENT 16-02 REVISING TITLE 20 OF THE SIGNAL HILL MUNICIPAL CODE TO PERMIT AND CONDITIONALLY PERMIT ACCESSORY USES ASSOCIATED WITH THE SIGNAL HILL AUTO CENTER IN THE “CI, COMMERCIAL INDUSTRIAL”, THE “LI, LIGHT INDUSTRIAL” AND THE “GI, GENERAL INDUSTRIAL” ZONING DISTRICTS

Strategic Plan Objectives:

Zoning Ordinance 16-02 supports Strategic Plan Goal #3 to promote a strong local economic base and is consistent with:

- Objective 3.1 - Revise the Economic Development Strategy;
- Objective 3.1.3 - Help to retain existing business in the City; and
- Objective 3.1.6 - To help attract new auto dealerships to Signal Hill and find storage options.

Background:

The Signal Hill Auto Center is an economic engine of the City producing substantial sales tax revenue. In 2008, the City’s Redevelopment Agency recognized the importance of building on the success of the Auto Center to ensure its long term viability. At the time, the Agency approved an expansion program (Attachment A). Key provisions of the program included:

- Expansion opportunities for two new dealerships:
 - South side of Spring Street, immediately west of the Honda dealership
 - East side of Cherry Avenue, immediately north and south of 27th Street

- Vehicle storage opportunities sites at several properties in close proximity to existing dealerships in response to the competitive need for extensive inventories.

The State officially dissolved redevelopment agencies as of February 1, 2012. This action removed the City's primary economic development tool.

On June 22, 2015, after a series of community meetings, the City Council adopted the 2015-2019 Strategic Plan to provide proactive measures aimed at sustaining long-term growth and maintenance of quality City services. The Strategic Plan provides a road map for future economic development actions and is founded on the principal of diversifying the City's revenue base away from its dependence on volatile sales tax.

Analysis:

SP-4 Auto Center Business Model

The business model for SP-4 Auto Center Specific Plan (Auto Center) dealerships has changed since the Auto Center was first established in 2000. The current model calls for maintaining increased inventory on site and providing accessory services such as wholesale facilities for previously leased cars and trade-ins, vehicle rental, auto body repair, detailing and maintenance services. The result of these changes is that the commercial sales sites located in the Auto Center do not have sufficient room for all their needs.

Purpose

Zoning Ordinance Amendment 16-02 facilitates the economic viability of the Auto Center by concentrating core sales functions at the dealerships in major corridors and providing opportunities for other functions to be shifted to nearby locations outside of the SP-4 Auto Center zoning district.

Required Findings to Permit

The amendment requires the following mandatory findings be made in order to permit Auto Center accessory uses in industrial zones:

1. That the proposed use will not be detrimental to the community and to property in the vicinity.
2. That the proposed use is accessory to one of the dealerships located within the Auto Center.

The amendment establishes criteria for making the determination and requires that the accessory use be either owned or operated by a factory-authorized or nationally franchised automobile, truck and motorcycle sales and service dealership specifically located in the SP-4 Auto Center Specific Plan zoning district, or that it is the "sole or majority service provider" of the specific service provided to the dealership.

No similar uses, not directly accessory to an Auto Center dealership, will be permitted, thus avoiding the proliferation of unrelated and undesirable uses in the industrial zoning districts.

Permitted Uses

The following uses determined to be accessory to the Auto Center are permitted:

- Vehicle maintenance (detailing, prep. etc.)
- Vehicle rental (office and fleet storage)
- Vehicle repair
- Wholesale facilities (vehicles returned off lease and retail trade-ins)

The following uses determined to be accessory to the Auto Center are conditionally permitted:

- Vehicle body repair
- Vehicle painting
- Other auto center related uses

Vehicle Storage Compliance Plans

Vehicle storage accessory to the Auto Center is not a typical commercial use and in some circumstances it may only be a temporary use. Therefore, the required authorization for the use is a tiered compliance plan with a three year term that gradually increase property improvements over time.

Negative Declaration

An Initial Study was prepared for Zoning Amendment 16-02 and found no significant environmental impacts. The City Council will be the approving authority of the Negative Declaration.

Approved by:

Scott Charney

Attachment



SIGNAL HILL REDEVELOPMENT AGENCY

2175 Cherry Avenue • Signal Hill, California 90755-3799

February 26, 2008

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE REDEVELOPMENT AGENCY**

**FROM: KENNETH C. FARFSING
EXECUTIVE DIRECTOR**

SUBJECT: SIGNAL HILL AUTO CENTER EXPANSION PROGRAM

Summary:

The first phase of the Signal Hill Auto Center is nearing completion, resulting in the need for the Agency to consider expanding the original Auto Center and acquiring additional sites. The Auto Center now comprises 42 acres along the Cherry Avenue and Spring Street corridors. All of the original parcels have been developed and new dealerships are displacing areas previously used for vehicle storage. The proposed acquisitions would be developed for vehicle storage, with the intent of adding new dealerships during the next ten years. This report examines three areas adjacent to the Auto Center where staff is recommending purchasing available properties or acquiring property through the exercise of eminent domain, should this be necessary.

Recommendation:

Direct staff to proceed with obtaining property valuation appraisals and return to the Agency for consideration of offers.

Fiscal Impact:

Staff has preliminarily estimated total acquisition costs at \$17.7 million, including contingency and professional services costs. Current uncommitted Agency revenues total \$8.7 million. The Agency has the financial capacity to bond for \$20 million. Staff recommends that the Agency consider a bond issue of \$10

million to assist in the property acquisition program. The Agency will receive \$6 million from the CarMax land sale by the end of May, which could be used for this program as well.

Background

The City of Signal Hill/ Redevelopment Agency embarked on the redevelopment of the Spring Street Corridor in 1989 with the adoption of the Auto Center Specific Plan and the development of Long Beach BMW on eight acres at the southeast corner of Cherry Avenue and Spring Street that same year. The area was the site of former oil field uses, including Midway Fish Tool and the Hancock Oil Refinery, which was destroyed by the largest refinery fire west of the Mississippi River in 1958. The challenges to redevelopment included severe soil contamination, improperly abandoned oil wells, improperly abandoned and leaking petroleum pipelines, fractured ownership and lot patterns, and lack of public infrastructure, including streets, water lines and sewers.

The success of BMW soon led to the relocation of several auto dealerships to Signal Hill, including Glenn E. Thomas Dodge, Long Beach GMC/Pontiac/Buick, Long Beach Nissan, Long Beach Honda and Long Beach Mercedes Benz. The Agency is currently working on the construction of a CarMax dealership at Spring Street and Walnut Avenue and negotiating for a dealership on the remaining Agency owned parcel (the 3-acre site) on Spring Street. The Agency also constructed the Auto Center's landscaping and median improvements on Cherry Avenue and Spring Street.

The Auto Center has been very successful, generating employment and economic activity, including sales tax revenues for the State of California, the Metropolitan Transportation Authority and the City and Agency over the last decade. Sales tax revenues for the City in FY2006-07 totaled \$4.5 million, which is over 38% of the City's total sales tax revenues of \$11.9 million.

The Agency is currently remediating and grading a 6-acre site for the CarMax dealership, consisting of six parcels, formerly occupied by a concrete batch plant, Chem Oil tank farm, and a hazardous waste management facility. The cleanup of the waste management facility involved the California Environmental Protection Agency "Superfund."

The Agency converted a 3-acre parcel west of Long Beach Honda for vehicle storage during the reconstruction of Walnut Avenue. The lot was subsequently leased to Long Beach Nissan. The Agency also leased 2-acres of property for vehicle storage (the GATX parcel) to Nissan. Nissan has been given notice to

vacate this property by March 15, 2008, as the CarMax site preparations are underway. The 3-acre site is also subject to an Exclusive Negotiation Agreement for an additional dealership. It is expected that once the Disposition and Development Agreement is approved the parcel will no longer be available for storage.

Potential Acquisitions

Staff conducted a visioning process and reviewed a list of dozens of parcels where the Auto Center could expand and has narrowed the list to vacant and underutilized parcels. Part of the consideration of the vision is the expiration of the Agency's powers of eminent domain in November of 2010, by operation of our Redevelopment Plan. The Agency has successfully exercised eminent domain to consolidate small and irregular parcels for development, remediate soil contamination and mitigate improperly abandoned oil wells, removing debris, rubble, dilapidated structures, tanks and improperly abandoned pipelines, among other redevelopment activities.

The potential acquisitions would concentrate on vacant and underutilized parcels on Spring Street, west of the existing Auto Center, and on Cherry Avenue, south of the existing dealerships. It is anticipated that these sites can be redeveloped for two to three additional dealerships in the vicinity of the Auto Center and that these additional properties will be needed for new dealerships in the next ten years. Some of the parcels can be used for vehicle storage as an interim use, as all of the existing dealerships have need for additional vehicular storage. The Agency would not take possession of the mineral rights. Additionally, the Agency would not take possession of the active wells and they would remain in production. Attached to this staff report are maps and photographs of each of the properties.

Site	Name	Site Size	Assets	Constraints
A	Eyestone Trust 3100 California Ave	1.66 acres	I-405 Freeway location/ Auto Center Sign	3 Active and unknown abandoned wells/ narrow property
B	700 Spring Street/ 700 Canton Street	8.23 acres – 96 individual parcels	Located west of Auto Center	27 Active and abandoned oil wells/ 3 incomplete abandoned

				wells former oil sumps and soil contamination; lack of infrastructure/ dumping and debris/ small lots/ contractor storage yards
C	PRC 1841 29 th Street	.72 acres	Good proximity to Auto Center	Property tax liens, soil contamination, significant site clearance costs
D	1850 29 th Street	1.45 acres – 16 parcels	Good proximity to Auto Center	4 abandoned oil wells, 2 active wells small lots/ contractors storage yard
E	2690 Cherry Avenue – Palmer Property	1.45 acres	Good proximity to Auto Center	3 abandoned wells/ 1 uncompleted abandonment/ 3 businesses – Grinder, Hertz and Appliance

The Agency surveyed several of these sites for environmental issues and soil contamination in January of 1996 (Preliminary Action Plan, John L. Hunter & Associates). The survey relied upon existing environmental studies, Division of Oil and Gas records, historic aerial photography dating from 1928 and the State's contaminated properties data base to review areas of potential contamination due to historic uses for petroleum production, storage and refining. The study examined a 150-acre area bounded by the I-405 Freeway to the north, Atlantic Avenue on the west, Willow Street on the south and Cherry Avenue on the east.

The study found many sites with petroleum hydrocarbon contamination and heavy metal limits above the Regional Water Quality Control Board standards. These heavy metals included arsenic and lead. Site B contained as many as 10 historic tank farms and seven historic sump locations for oil drilling operations

(See attached Exhibit). The Hunter report estimated that costs of cleanup would range from \$9.921 million to \$14.367 million based on costs of land farming and disposal of hazardous soils for the 150 acre study area.

A review of Department of Oil and Gas maps reveal 3 to 4 wells on Site A; there are 27 wells on Site B, with only seven shown as abandoned and three shown as uncompleted abandoned wells. The DOG maps illustrate six wells on Site D, with two active wells and Site E illustrates three abandoned wells, with one well closure uncompleted. The Agency recently was required to re-abandon three wells near California Avenue and Patterson Street, in order to meet the current DOG standards. The costs of the re-abandonment ranged from \$110,000 to \$130,000 per well.

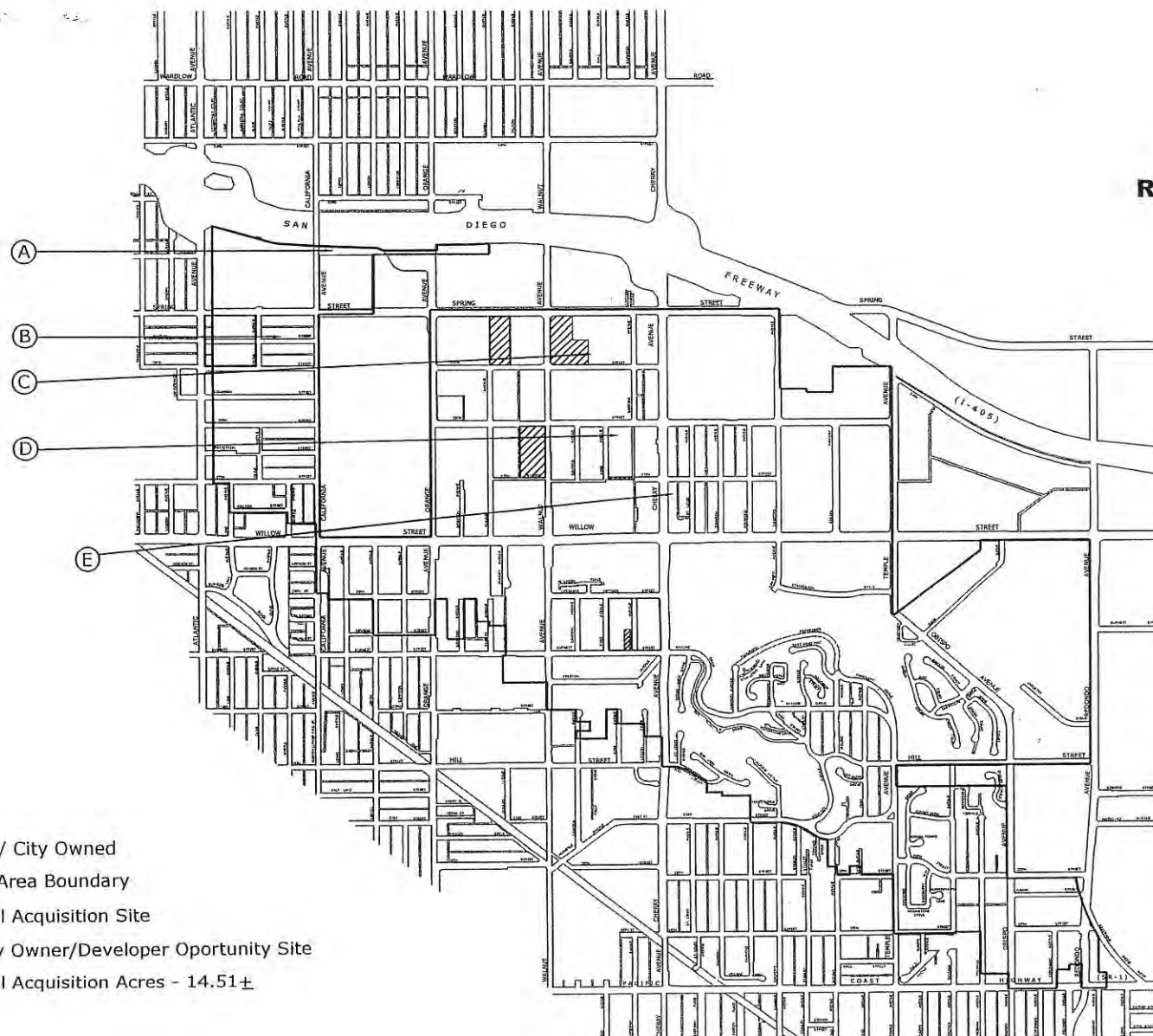
Schedule

Staff anticipates that appraisals and title reports should be completed by Mid-March. This schedule will permit the Agency to review the appraisals and decide on whether to make offers on these properties. Offer letters would be sent at the end of March. Staff is recommending an amendment to the Auto Center Specific Plan to add these properties into the plan. The amendment will require public hearings before the Planning Commission and the City Council. These hearings would be scheduled for the month of April. The Agency will also be required to amend its Implementation Plan and the hearing would be scheduled with the specific plan amendment. It may be necessary for the City Council and the Agency to exercise the right of eminent domain or condemnation on some of these properties. The resolutions of necessity would be scheduled for in May. Staff will be working with the City/Agency's financial advisor on the necessary bond issue during this time as well. A separate funding report will be provided.

Attachments: Site Maps/ Site Photographs
Preliminary Corrective Action Plan Map



REDEVELOPMENT AREA PROJECT STUDY



LEGEND:

-  Agency / City Owned
 -  Project Area Boundary
 -  Potential Acquisition Site
 -  Property Owner/Developer Opportunity Site
- Potential Acquisition Acres - 14.51±

RESOLUTION NO. _____

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SIGNAL HILL, CALIFORNIA,
RECOMMENDING CITY COUNCIL APPROVAL OF
NEGATIVE DECLARATION 04/08/16(2), RELATIVE TO
ZONING ORDINANCE AMENDMENT 16-02, REVISING
TITLE 20 OF THE SIGNAL HILL MUNICIPAL CODE TO
PERMIT AND CONDITIONALLY PERMIT ACCESSORY
USES ASSOCIATED WITH THE SIGNAL HILL AUTO
CENTER IN INDUSTRIAL ZONING DISTRICTS**

WHEREAS, the City of Signal Hill, California, adopted a General Plan in 1986 and adopted an update to the Land Use Element in 2001 which includes goals, policies and objectives supporting the Auto Center commercial activities; and

WHEREAS, the SP-4, Auto Center Specific Plan was adopted in 1989 and amended in 2008 and the purpose of specific plan is to encourage and assist with the development of an economically viable commercial center for factory-authorized or nationally franchised or operated automobile, truck and motorcycle sales and service facilities; and

WHEREAS, the Zoning Ordinance Amendment 16-02 is consistent with the City of Signal Hill 2015-2019 Strategic Plan Goal #3 to promote a strong local economic base and is consistent with Objective 3.1 - Revise the Economic Development Strategy, Objective 3.1.3 - Help to retain existing business in the City, and Objective 3.1.6 - Help to attract new auto dealerships to Signal Hill and find storage; and

WHEREAS, Zoning Ordinance Amendment 16-02 improves the function and viability of the City's Auto Center by permitting associated accessory uses such as vehicle storage, wholesale facilities and repair and maintenance services and conditionally permitting auto body repair, painting and auto related uses not specifically listed to operate in the industrial zoning districts throughout the city, allowing the major commercial activities to remain and expand within the SP-4 Auto Center Specific Plan area; and

WHEREAS, pursuant to Guidelines for the Implementation of the California Environmental Quality Act, an Initial Study relative to the proposed project revealed that Zoning Ordinance Amendment 16-02, will not have a significant effect on the environment, and a negative declaration has been prepared; and

WHEREAS, Negative Declaration 04/08/16(2) was prepared indicating that there are no significant environmental effects; and

WHEREAS, on April 8, 2016, a notice of the availability of the Initial Study and proposed Negative Declaration 04/08/16(2) was published in the Signal Tribune newspaper in accordance with Government Code §65091(a)(4) and was posted in accordance with Signal Hill Municipal Code Section 1.08.010; and

WHEREAS, the documents related to Negative Declaration 04/08/16(2) were made available for public review and comment; and

WHEREAS, on April 8, 2016, a notice of a Planning Commission public hearing regarding the subject project was published in the Signal Tribune newspaper in accordance with California Government Code §65091(a)(4) and was posted in accordance with Signal Hill Municipal Code Section 1.08.010; and

WHEREAS, on April 19, 2016, the Planning Commission held a Public Hearing and all persons were given an opportunity to comment on the Zoning Ordinance Amendment 16-02 and associated documents; and

WHEREAS, the City will incorporate all comments received and responses thereto.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Signal Hill, California, has considered the public comments and finds as follows:

1. The Initial Study prepared for the proposed zoning ordinance amendment identified no potentially significant environmental effects; and

2. The proposed zoning ordinance amendment is consistent with the Signal Hill General Plan and the Zoning Ordinance; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Planning Commission hereby recommends City Council approval of Negative Declaration 04/08/16(2) (Attachment A).

PASSED, APPROVED AND ADOPTED at a regular meeting of the Planning Commission of the City of Signal Hill, California held on the 19th day of April, 2016.

JANE FALLON
CHAIR

ATTEST:

SCOTT CHARNEY
COMMISSION SECRETARY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF SIGNAL HILL)

I, SCOTT CHARNEY, Secretary for the Planning Commission of the City of Signal Hill, California, do hereby certify that Resolution No. _____ was adopted at a regular meeting of the Planning Commission of the City of Signal Hill on the 19th day of April, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

SCOTT CHARNEY
COMMISSION SECRETARY

Negative Declaration 04/08/16(2)

**City of Signal Hill
Community Development Department
2175 Cherry Avenue
Signal Hill, CA90755**

The City of Signal Hill Community Development Department has completed an Initial Study in accordance with the California Environmental Quality Act (CEQA) to determine whether the project described below may have a significant adverse effect on the environment. On the basis of that Initial Study, the City 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 proposed project either: a) has, or creates, no significant environmental impacts requiring mitigation; or b) will not create a significant adverse effect, because the Mitigation Measures described in the Initial Study have been added to the project.

The documents that constitute the Initial Study and provide the basis for and reasons for this determination are attached and are hereby made a part of this document.

Project: Zoning Ordinance Amendment 16-02, proposed amendment to the Signal Hill Municipal Code amending Title 20 to allow Auto Center Accessory Uses as permitted or conditionally permitted uses in the "CI, Commercial Industrial", the "LI, Light Industrial", and the "GI, General Industrial" zoning districts.

Hearing Dates: Planning Commission - April 19, 2016,
City Council – May 10, 2016
7:00 PM at City Hall Council Chambers,
2175 Cherry Avenue, Signal Hill, California, 90755

NOTICE: If you wish to appeal the appropriateness or adequacy of this document, address your written comments regarding our findings 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 is provided for review by the general public and is about the environmental effects only. Further information for the proposed project may be reviewed at the Community Development Department, City Hall, 2175 Cherry Avenue, Signal Hill, California, 90755, between the hours of 7:30 AM to 5:30 PM Monday through Thursday and 7:30 AM to 4:30 PM on Fridays. We recommend calling the project planner in advance. The project planner for this project is:

Name: Colleen Doan, Senior Planner

Phone: (562) 989-7344

Email: cdoan@cityofsignalhill.org

ENVIRONMENTAL CHECKLIST AND INITIAL STUDY FORM

1.	Project Title: Zoning Ordinance Amendment 16-02
2.	Lead Agency Name and Address: City of Signal Hill, 2175 Cherry Ave., Signal Hill, CA, 90755
3.	Contact Person and Phone Number: Colleen Doan, Senior Planner, Community Development Department (562) 989-7344
4.	Project Location: The City of Signal Hill
5.	Project Sponsor's Name and Address: Not applicable
6.	General Plan Designation: Not applicable
7.	Zoning: Not applicable
8.	Description of the Project: Zoning Ordinance Amendment 16-02, proposed amendment to the Signal Hill Municipal Code revising Title 20 to permit accessory uses associated with the Signal Hill Auto Center such as vehicle storage, wholesale facilities, vehicle rental, repair and maintenance and to conditionally permit auto body repair, painting, and other auto center related accessory uses in the "CI, Commercial Industrial" the "LI, Light Industrial" and the "GI, General Industrial" zoning districts.
9.	Surrounding Land Uses and Setting: Not applicable
10.	Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement). None

ENVIRONMENTAL CHECKLIST

Project Name: Zoning Ordinance Amendment 16-02

Date: 04-08-16 (2)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
1. AESTHETICS. <i>Would the project:</i>				
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"/>
2. AGRICULTURE AND FORESTRY RESOURCES. <i>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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>				
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. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. <i>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:</i>				
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"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
4. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
a. Have a substantial adverse effect, 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, and 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"/>
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"/>
5. CULTURAL RESOURCES. <i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §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 CEQA Guidelines §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"/>
6. GEOLOGY AND SOILS. <i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) 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"/>
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 wastewater 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"/>
7. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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"/>
9. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting 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 substantially degrade waterquality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. <i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. MINERAL RESOURCES. <i>Would the project:</i>				
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"/>
12. NOISE. <i>Would the project result in:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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 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 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"/>
13. POPULATION AND HOUSING. <i>Would the project:</i>				
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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES.				
a. 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:				
1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. TRANSPORTATION / TRAFFIC. <i>Would the project:</i>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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 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 due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>				
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	Potentially Significant Unless Mitigated	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 entitlements and resources, or are new or expanded entitlements 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"/>
18. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES). <i>Will the project result in:</i>				
a. Storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage delivery or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A significantly environmentally harmful increase in the flow rate or volume of storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A significantly environmentally harmful increase in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Harm the biological integrity of drainage systems and water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Will there be potential impact of project construction on storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Will there be potential impact of project post-construction activity on storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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"/>

EVALUATION OF THE ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED PROJECT: This section considers the impacts of the proposed project, including short-term and long-term impacts of the proposed actions such as the construction of the proposed project or its operations, and indirect or secondary impacts from project actions. For each environmental topic, the State CEQA guidelines provide a description of the "threshold of significance" to guide the Lead Agency in its determinations regarding whether there is a potential significant effect on the environment. One of the following determinations is made for each topic:

No Impact - the proposed project will not have any measurable impact on the environmental factor being analyzed.

Less Than Significant Impact - the proposed project would have an adverse impact relative to the environmental topic under consideration; however, the impacts would be below the threshold of significance.

Potentially Significant Unless Mitigated - the proposed project would result in environmental impacts that exceed the threshold of significance criteria, but mitigation measures incorporated into the project will mitigate the impact to a level that is less than significant. "Potentially Significant Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." A description of the mitigation measure(s) is provided along with a brief explanation of how they reduce the effect to a less than significant level.

Potentially Significant Impact - the proposed project would have impacts that are considered significant.

The explanation provided for each checklist question identifies the significance criteria or threshold used to evaluate project impacts, and mitigation measures are identified, if necessary, to reduce impacts to below a level of significance. Generally, the discussion of environmental impacts focuses on the adverse environmental impacts of a project; however, it is possible for a project to have beneficial environmental impacts in which case the benefits are identified, but not considered significant.

A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited by the Lead Agency. A "No Impact" answer is adequately supported if the reference 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 is considered sufficient 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).

A brief discussion provides the reference and the location where it may be reviewed. References used to prepare this document are numbered and shown as footnotes. These reference documents are available for review at the Community Development Department, City Hall, 2175 Cherry Avenue, Signal Hill, CA.

1. AESTHETICS

a) Would the project have a substantial effect upon a scenic vista?

No Impact : The proposed project is a Zoning Ordinance Amendment to allow Auto Center Accessory Uses such as vehicle storage, wholesale facilities, auto body repair and related uses a either permitted or conditionally permitted uses in the "CI, Commercial Industrial", "LI, Light Industrial", and "GI, General Industrial" zoning districts. Future projects will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the General Plan and will be subject to conditions of approval or compliance plans to protect aesthetics and any development will be will be subject to Site Plan and Design Review and the City's View Policy. Therefore, no impact is anticipated from projects resulting from this amendment.

b) Would the project substantially damage scenic resources including, but not limited to trees, rock outcroppings and historic buildings within view of a State Scenic Highway?

No impact: The Zoning Ordinance Amendment will not have adverse effects on any scenic resources. The City does not have a State Scenic Highway. However, the General Plan does designate a scenic route. Any construction along the scenic route within Signal Hill will be reviewed for compliance with CEQA and consistency with the General Plan and will be subject to Site Plan and Design Review. Therefore, no impact is anticipated.

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

Less than significant: The project is a Zoning Ordinance Amendment and will not degrade the existing visual character or quality of any known site or its surroundings. Construction sites for future development as a result of this amendment can result in temporary unsightly conditions and degrade the visual character of a site or its surroundings resulting in adverse impacts if mitigation is not provided. The City's Construction Time Limits regulations will help mitigate these impacts. In addition, future projects resulting from this amendment will be subject to conditions of approval, or compliance plans and future development will be reviewed for compliance with CEQA and consistency with the General Plan and will be subject to Site Plan and Design Review. Therefore, no additional mitigation measures are required.

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

Less than significant: The changes proposed as part of the Zoning Ordinance Amendment will not result in a new source of light or glare that would adversely affect day or nighttime views of the area. Impacts that may result from future development proposed as a result of this amendment will be evaluated on a case-by-case basis and will be subject to conditions of approval or compliance plans as well as Site Plan and Design Review. Therefore, no additional mitigation measures are required.

2. AGRICULTURE AND FORESTRY

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring program of the California Resources Agency, to non-agricultural use?

No impact: The proposed project is a Zoning Ordinance Amendment to allow accessory auto center uses in industrial zones under a conditional use permit or with compliance plans and there are no farmland or agriculture zones within the City. Therefore, no impacts are anticipated.

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

No impact: As a text amendment the project in and of itself will not result in physical changes to the environment and there is no agricultural land within the City of Signal Hill. Therefore, no impacts are anticipated.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact: As a text amendment the project in and of itself will not result in physical changes to the environment and there is no forest land zoned within the City of Signal Hill. Therefore, no impacts are anticipated.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No impact: The amendment will not result in the loss of forest land or conversion of forest land to non-forest use as there is no forest land in the City. Therefore, no impacts are anticipated.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact: The Zoning Ordinance Amendment will not convert any farmland, agricultural land, or forest land as the City of Signal Hill does not have any existing designated farmland, agricultural land or forest land. Therefore, no impacts are anticipated.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No impact: As a text amendment the project in and of itself will not result in physical changes to the environment or impacts to air quality. However, future projects resulting from this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the General Plan and will be subject to conditions of approval, compliance plans, or Site Plan and Design Review. Therefore, no impacts are anticipated.

b) Would the project violate any air quality standard or contribute substantially to an existing or project air quality violation?

No impact: As a text amendment the project in and of itself will not result in physical changes to the environment or impacts to air quality. However, future projects resulting from this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the General Plan and will be subject to conditions of approval, compliance plans, or Site Plan and Design Review. Therefore, no impacts are anticipated.

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

No impact: The changes proposed are part of a Zoning Ordinance Amendment and will not result in a cumulatively considerable net increase of criteria pollutants for air quality standards. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA and will be subject to conditions of approval, compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no impact is anticipated.

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

No impact: The changes proposed as part of a Zoning Ordinance Amendment will not expose sensitive receptors to substantial pollutant concentrations. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no impact is anticipated.

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

No impact: The changes proposed as part of the Zoning Ordinance Amendment will not create objectionable odors. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no impact is anticipated.

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, 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?

No impact: The changes proposed as part of the Zoning Ordinance Amendment will not result in a direct impact to biological resources and future development that may occur as a result of this amendment would occur in previously disturbed, urbanized areas that do not have sensitive biological resources. Currently, there are no known candidate, sensitive or special status plant or wildlife species as designated by the California Department of Fish and Game or U.S. Fish and Wildlife Service within the City of Signal Hill. Therefore, no impacts are anticipated.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No impact: The changes proposed as part of the Zoning Ordinance Amendment will not have a substantial adverse effect on any riparian habitat or other sensitive natural community. The City of Signal Hill is an urbanized area. The General Plan indicates that there is no riparian habitat or other sensitive natural community as designated by the California Department of Fish and Game or U.S. Fish and Wildlife Service within the City of Signal Hill. Therefore, no impacts are anticipated.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact: There are no protected wetlands within the City of Signal Hill. Therefore, no impacts are anticipated

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No impact: Future development resulting from the Zoning Ordinance Amendment will not have adverse effects on any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The General Plan indicates that most animals within Signal Hill are expected to be common, widespread and highly adaptable species. In addition, there are no wildlife corridors or nursery sites within the City. Therefore, no impacts are anticipated.

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

No impact: Future development resulting from the Zoning Ordinance Amendment will not have adverse effects on any local policies or ordinances protecting biological resources. The proposed amendment will not result in any changes to the Street Tree Ordinance involving tree preservation and there are no significant biological resources within the City. Therefore, no mitigation measures are required.

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

No impact: Future development resulting from the Zoning Ordinance Amendment will not conflict with any adopted conservation plan. The City of Signal Hill does not have a habitat conservation plan or other approved conservation plan. Therefore, no mitigation measures are required.

5. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines 15064.5?

No impact: Future development resulting from the Zoning Ordinance Amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review and will not result in a direct impact to historical resources. Therefore, no mitigation measures are required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA guidelines 15064.5?

No impact: Future development resulting from the Zoning Ordinance Amendment will not cause a substantial adverse change in the significance of an archaeological resource. There are no known archaeological resources identified within Signal Hill. Therefore, no impacts are anticipated.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

No impact: Future development resulting from the Zoning Ordinance Amendment will not destroy any known paleontological resources as it will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval, compliance plans and Site Plan and Design Review. Therefore, no impacts are anticipated.

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

No impact: Future development resulting from the Zoning Ordinance Amendment will not disturb any known human remains and there are no cemeteries in the zoning designations where future development may occur. Future projects will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as Site Plan and Design Review. Therefore, no mitigation measures are required.

6. 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: 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issues by the State Geologist for the area or based on other substantial evidence of a known fault? 2) Strong seismic ground shaking? 3) Seismic-related ground failure, including liquefaction? 4) Landslides?

No impact: The proposed amendment allows accessory auto center uses in industrial zones throughout the City and will not expose people or structures to potential substantial adverse effects related to geology and soils. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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

No impact: The Zoning Ordinance Amendment will allow accessory auto center uses in industrial zones throughout the City and will not in and of itself result in soil erosion or loss of topsoil. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval, or compliance plans as well as stormwater control measures. Therefore, no mitigation measures are required.

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

No impact: The Zoning Ordinance Amendment does not identify a specific site for development. The proposed amendment allows accessory auto center uses in industrial zones throughout the City. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as Site Plan and Design Review. Therefore, no mitigation measures are required.

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

No impact: The Zoning Ordinance Amendment does not identify a specific site for development. The proposed amendment allows accessory auto center uses in industrial zones throughout the City. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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

No impact: The Zoning Ordinance Amendment does not identify a specific site for development. The City does not allow the use of septic tanks or alternative wastewater disposal systems and there are no known commercial or industrial systems in operation. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans and the California Building Code. Therefore, no mitigation measures are required.

7. GREENHOUSE GAS EMISSIONS

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

No impact: The changes proposed as part of the Zoning Ordinance Amendment will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment. Future development proposed as a result of this amendment that may generate greenhouse gas emissions will be evaluated on a case-by-case basis for compliance with CEQA consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code. Therefore, no mitigation measures are required.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No impact: The amendment will not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases. The proposed amendment is not associated with project specific construction

and future development proposed as a result of this amendment that may generate greenhouse gas emissions will be evaluated on a case-by-case basis for compliance with CEQA consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code. Therefore, no mitigation measures are required.

8. HAZARDS AND HAZARDOUS MATERIALS

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

No impact: The proposed Zoning Ordinance Amendment will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan Design Review. Therefore, no mitigation measures are required.

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

No impact: The proposed Zoning Ordinance Amendment will not create a reasonably foreseeable hazard to the public through the release of hazardous materials in the environment. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as Site Plan and Design Review and the California Building Code. Therefore, no mitigation measures are required.

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

No impact: The proposed Zoning Ordinance Amendment has no relation to hazardous emissions or handling of hazardous materials. There is no direct construction associated with the amendment. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as Site Plan and Design Review and the California Building Code. Therefore, no mitigation measures are required.

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 create a significant hazard to the public or the environment?

No impact: The Zoning Ordinance Amendment is not site specific. The proposed amendment allows accessory auto center uses in industrial zoning districts citywide. Future development proposed as a result of this amendment may be located on a list of hazardous material sites, but projects will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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 project is a Zoning Ordinance Amendment and there are no properties in the City located within an airport land use plan. Therefore, no mitigation measures are required.

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: The amendment will not result in a safety hazard in the vicinity of a private airstrip. The Long Beach Airport is not a private airstrip and there are no private airstrips within the City. Therefore, no mitigation measures are required.

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

No impact: The project is a Zoning Ordinance Amendment and will not impair implementation of or physically interfere with an adopted emergency response plan. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

h) Would the project 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?

No impact: The project is a Zoning Ordinance Amendment and will not expose people or structures to a significant risk of loss, injury or death involving wildland fires including where wildlands are adjacent to urbanized areas. The City of Signal Hill is not located in or adjacent to very high or high risk fire hazard severity zone as designated by the Cal Fire. Therefore, no impacts are anticipated.

9. HYDROLOGY AND WATER QUALITY

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

No impact: As a text amendment the project in and of itself will not result in physical changes to the environment or impacts to water quality. However, future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no impacts are anticipated.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No impact: The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As a text amendment the project in and of itself will not result in physical changes to the environment or impacts to water. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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

No impact: The project is a Zoning Ordinance Amendment and will not alter the existing drainage pattern of a site or area and there are no streams or rivers within the City of Signal Hill. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, State water quality and stormwater runoff regulations, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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 a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not in and of itself alter the existing drainage pattern of a site or area nor substantially increase the rate or amount of surface runoff. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, State water quality and stormwater runoff regulations, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review, including the amount or rate of surface runoff from a proposed project. Therefore, no mitigation measures are required.

e) Would the project 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?

No impact: The project itself will not create or contribute runoff water. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, State water quality and stormwater runoff regulations, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

f) Would the project otherwise substantially degrade water quality?

No impact: The project will not substantially degrade water quality as the project is a Zoning Ordinance Amendment to allow accessory auto center uses in industrial zones throughout the City and will not in and of itself degrade water quality.

Future development proposed as a result of this amendment will be reviewed at an individual level for impacts to hydrology and water quality. Therefore, no mitigation measures are required.

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: The project will not place housing within a 100-year flood hazard area. The City of Signal Hill is located in Flood Zone C which is not a flood hazard area. The Los Angeles County Flood Control District maintains three major flood control facilities in and around the City of Signal Hill. In addition, no direct construction will result with the Zoning Ordinance Amendment and it is not associated with any housing project. Therefore, no mitigation measures are required.

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

No impact: The project will not place structures within a 100-year flood hazard area. The City of Signal Hill is located in Flood Zone C which is not a flood hazard area. In addition, no direct construction will occur with the Zoning Ordinance Amendment. Therefore, no mitigation measures are required.

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 is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not in and of itself expose people or structures to a significant risk of loss, injury or death involving flooding as a result of a levee or dam failure. The City of Signal Hill is located in Flood Zone C which is not a flood hazard area. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of inundation of seiche, tsunami, or mudflow?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not in and of itself expose people or structures to risk of loss, injury or death involving flooding due to a seiche, tsunami or mudflow. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No impact: The changes proposed as part of the Zoning Ordinance Amendment will not physically divide an established community as the project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not in and of itself initiate any physical changes. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no conflict is anticipated.

c) Would the project conflict with any applicable habitat, conservation plan or natural community conservation plan?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City. The City of Signal Hill does not have a habitat or conservation plan. Therefore, no conflict is anticipated.

11. MINERAL RESOURCES

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 is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not in and of itself result in the loss of availability of known mineral resources. The largest mineral resource in the City of Signal Hill is oil. The proposed amendment will not result in any specific construction. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan and the Oil and Gas Code, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Oil operations and wells are subject to the provisions of the Oil and Gas Code and the regulations of the Department of Oil Gas and Geothermal Resources to preserve the health safety, and general welfare of the public. Buildings that are constructed will have to account for existing and abandoned oil wells on site and may not interfere with surface rights agreements of oil well operators. Therefore, no mitigation measures are required.

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: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not result in the loss of availability of a locally-important mineral resources recovery site. The largest mineral resource in the City of Signal Hill is oil. The proposed amendment will not result in any specific construction. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's general Plan, including potential impacts to mineral recovery sites and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Oil operations and wells are subject to the provisions of the Oil and Gas Code and the regulations of the Department of Oil Gas and Geothermal Resources to preserve the health safety, and general welfare of the public. Buildings that are constructed will have to account for existing and abandoned oil wells on site and may not interfere with surface rights agreements of oil well operators. Therefore, no mitigation measures are required.

12. NOISE

a) Would the project result in exposure of persons to or generation of noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not result in exposure of persons to or generation of noise in excess of standards. Construction activities from future development proposed as a result of this amendment such as grading, piling or earth moving equipment may create noise levels higher than normal temporarily, however the projects would only be allowed in existing industrial zoning districts and noise thresholds will be analyzed at the time of Site Plan and Design Review. In addition, adherence to the Construction Time Limits Ordinance will reduce the amount of time people are exposed to construction related noise impacts. Therefore, no mitigation measures are required.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than significant: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City. Construction activities from future development proposed as a result of this amendment such as grading, piling or earth moving equipment may expose people to ground-borne vibrations resulting in adverse impacts if mitigation is not provided, but thresholds will be analyzed at the time of Site Plan and Design Review. In addition, adherence to the Construction Time Limits Ordinance will reduce the amount of time people are exposed to construction related noise impacts. Therefore, no mitigation measures are required.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City. The amendment will not result in a substantial increase in ambient noise levels in the project vicinity. There will be no direct construction associated with this project. Future development proposed as a result of this amendment will be analyzed at the time for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

No impact: The Zoning Ordinance Amendment will not in and of itself result in a substantial temporary or periodic increase in ambient noise levels. There is no construction associated with the amendment. Future development proposed as a result of this amendment will be analyzed at the time for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

e) For a project located in 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 Zoning Ordinance Amendment allows accessory auto center uses in industrial zones throughout the City. There is no site specific for this project. According to the General Plan, Long Beach Airport is located approximately ½ mile northeast of Signal Hill. The Airport Land Use Commission for Los Angeles is the Regional Planning Commission. The ALCU is responsible for protecting the public health, safety, and welfare by ensuring orderly development of airports and adoption of land use measures to minimize the public's exposure to noise within areas around public use airports. Therefore, no mitigation measures are required.

f) For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact: The amendment will allow accessory auto center uses in industrial zones throughout the City. There is no site specific for this project. The Long Beach Airport is not a private airstrip and there are no private airstrips within the vicinity of the project. Therefore, no mitigation measures are required.

13. POPULATION AND HOUSING

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

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not result in substantial population growth. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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

No impact: The project allows accessory auto center uses in industrial zones and will not displace any existing housing. The proposed amendment does not necessitate construction. Therefore, no mitigation measures are required.

c) Would the project displace a substantial number of people necessitating the construction of replacement housing elsewhere?

No impact: The project will not displace any people. The amendment allows accessory auto center uses in industrial zones and will not impact housing. Therefore, no mitigation measures are required.

14. PUBLIC SERVICES

a) 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:

- 1) Fire protection?** No impact
- 2) Police protection?** No impact
- 3) Schools?** No impact
- 4) Parks?** No impact
- 5) Other public facilities?** No impact

No impact: The project will not result in physical impacts to public services as the project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not result in substantial population growth. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for

compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

15. 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 project will not increase the use of existing neighborhood parks or recreational facilities as the project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not result in substantial population growth. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review for potential impacts. Therefore, no mitigation measures are required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and does not include any construction of recreation facilities or require the expansion of recreational facilities. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval and compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

16. TRANSPORTATION/TRAFFIC

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City, does not include any construction and will not conflict with any applicable traffic plans or systems. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City, does not include any construction and will no conflict with traffic management programs or level of service standards. Future development proposed as a result of this amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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 project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will have no impact on aircraft or air traffic patterns. Therefore, no mitigation measures are required.

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

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction, design features or incompatible uses. Therefore, no mitigation measures are required.

e) Would the project result in inadequate emergency access?

No impact: The project will not result in inadequate emergency access. The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No impact: The amendment will not conflict with adopted policies, plans or programs supporting public transportation or the use of such facilities. Future development proposed as a result of this amendment will not result in substantial population growth but will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval or compliance plans as well as the California Building Code and Site Plan and Design Review for potential impacts. Therefore, no mitigation measures are required.

17. UTILITIES AND SERVICE SYSTEMS

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

No impact: The project will not conflict with the Los Angeles Regional Water Quality Control Board as the project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

No impact: The project will not require the construction of new water or wastewater treatment facilities as the Zoning Ordinance Amendment does not involve construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

e) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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

No impact: The project is a Zoning Ordinance Amendment will not result in a construction project or use a landfill. Future development proposed as a result of this amendment will be reviewed on an individual basis for impacts to landfills. Therefore, no mitigation measures are required

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

No impact: The proposed amendment will not result in the production of waste. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

18. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

All development projects are reviewed to determine if a Standard Urban Storm Water Mitigation Plan (SUSWMP) is required. All projects must employ Best Management Practices (BMP) to accomplish the goals of the Storm Water Planning Program. Large projects, projects in environmentally sensitive areas and in hillside locations must also prepare a Storm Water Pollution Prevention Plan (SWPPP).

a) Would the project result in storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials?

No impact: The project will not result in storm water system discharges from areas for material storage, vehicles or equipment fueling, vehicle or equipment maintenance, waste water handling, or hazardous materials as the project is a Zoning Ordinance Amendment. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

b) Would the project result in a significant environmentally harmful increase in the flow rate or volume of storm water runoff?

No impact: The amendment itself will not result in factors that will significantly increase the flow rate or volume of storm water runoff. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

c) Would the project result in a significant environmentally harmful increase in erosion of the project site or surrounding areas?

No impact: The amendment will not result in a significant environmentally harmful increase in erosion of the project site or surrounding areas. The project is not site specific. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan Design Review. Therefore, no mitigation measures are required.

d) Would the project result in storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?

Less than significant: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, including best practices for stormwater run-off, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

e) Would the project harm the biological integrity of drainage systems and water bodies?

No impact: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction and does not generate development or construction activity. The amendment will not harm the biological integrity of drainage systems and water bodies. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

19. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish and 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 project will not impact wildlife communities or historical resources. The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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

Less Than Significant: The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no additional mitigation measures required.

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

No impact: The project will not result in substantial adverse environmental effects on human beings, either directly or indirectly. The project is a Zoning Ordinance Amendment allowing accessory auto center uses in industrial zones throughout the City and will not involve any specific construction. Future development resulting from the amendment will be evaluated on a case-by-case basis for compliance with CEQA, consistency with the City's General Plan, and will be subject to conditions of approval, compliance plans, as well as the California Building Code and Site Plan and Design Review. Therefore, no mitigation measures are required.

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.

X

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 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.

Scott Charney, Director of Community Development

Date

RESOLUTION NO. _____

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SIGNAL HILL, CALIFORNIA,
RECOMMENDING CITY COUNCIL APPROVAL OF
ZONING ORDINANCE AMENDMENT 16-02 REVISING
TITLE 20 OF THE SIGNAL HILL MUNICIPAL CODE TO
PERMIT AND CONDITIONALLY PERMIT ACCESSORY
USES ASSOCIATED WITH THE SIGNAL HILL AUTO
CENTER IN THE “CI, COMMERCIAL INDUSTRIAL”, THE
“LI, LIGHT INDUSTRIAL” AND THE “GI, GENERAL
INDUSTRIAL” ZONING DISTRICTS**

WHEREAS, the City of Signal Hill, California, adopted a General Plan in 1986 and adopted an update to the Land Use Element in 2001 which includes goals, policies and objectives supporting the Auto Center commercial activities; and

WHEREAS, the Auto Center Specific Plan (SP-4) was adopted in 1989 and amended in 2008 and the purpose of specific plan is to encourage and assist with the development of an economically viable commercial center for factory-authorized or nationally franchised or operated automobile, truck and motorcycle sales and service facilities; and

WHEREAS, the Zoning Ordinance Amendment 16-02 is consistent with the City of Signal Hill 2015-2019 Strategic Plan Goal #3 to promote a strong local economic base and is consistent with Objective 3.1 - Revise the Economic Development Strategy, Objective 3.1.3 - Help to retain existing business in the City, and Objective 3.1.6 - Help to attract new auto dealerships to Signal Hill and find storage; and

WHEREAS, Zoning Ordinance Amendment 16-02 improves the function and viability of the City’s Auto Center by permitting associated accessory uses such as vehicle storage, wholesale facilities and repair and maintenance services and conditionally permitting associated accessory uses such as auto body repair, painting and auto related uses not specifically listed to operate in the industrial zoning districts

throughout the city, allowing the major commercial activities to remain and expand within the SP-4 Auto Center Specific Plan area; and

WHEREAS, pursuant to Signal Hill Municipal Code, Chapter 20.86, entitled “Amendments,” the subject is properly a matter for Planning Commission review and recommendation for City Council adoption; and

WHEREAS, on April 8, 2016, a notice of a Planning Commission public hearing regarding the subject project was published in the Signal Tribune newspaper in accordance with California Government Code §65091(a)(4) and was posted in accordance with Signal Hill Municipal Code Section 1.08.010; and

WHEREAS, on April 19, 2016, at a duly noticed Planning Commission public hearing, all interested persons were given an opportunity to be heard, and the Planning Commission recommended approval of Zoning Ordinance Amendment 16-02 as well as adoption of Negative Declaration 04/08/16(2) relative to Zoning Ordinance Amendment 16-02, in satisfaction of requirements of the California Environmental Quality Act; and

WHEREAS, the City has incorporated all comments received and responses thereto.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Signal Hill, California, has reviewed Zoning Ordinance Amendment 16-02 and found the proposed amendment to be in the best interest of the community and its health, safety and general welfare in that it is consistent with the following Goals and Policies of the Signal Hill General Plan:

LAND USE GOAL 1 - Manage growth to achieve a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, and industrial land, open space, and community facilities and services, while

maintaining a healthy, diversified economy adequate to provide future city revenues.

Land Use Element Policy 1.7 “Broaden the City’s tax base by attracting commercial and industrial development to the City which will provide economic and employment benefits to the community while ensuring compatibility with other general plan goals and policies.”

Finding regarding Policy 1.7 - Zoning Ordinance Amendment 16-02 improves the function and viability of the City’s Auto Center by permitting associated accessory uses such as vehicle storage, wholesale facilities and repair and maintenance services and conditionally permitting auto body repair, painting and related uses not specifically listed in the industrial zoning districts, allowing the major commercial activities to remain and expand within the SP-4 Auto Center Specific Plan zoning district.

Land Use Element Policy 1.8 - “Focus major commercial activity into economically viable and attractive centers. Concentrate retail, office, and complimentary uses in or near the City’s Town Center. Support the Spring Street corridor as a secondary commercial location.”

Finding regarding Policy 1.8 - Zoning Ordinance Amendment 16-02 facilitates the expansion of the sales oriented commercial activities within the SP-4 Auto Center Specific Plan zoning district by allowing accessory and related uses to locate off-site within the industrial zoning districts, thus improving the function, viability and aesthetics of the SP-4 area.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Planning Commission of the City of Signal Hill, California, does hereby recommend the City Council approve Zoning Ordinance Amendment 16-02 to permit accessory uses to the auto center facilities to be located in the industrial zoning districts as follows:

Section 1. That Section 20.20.020 of the Signal Hill Municipal Code, entitled “Use classifications” be amended to read as follows:

Services	CO	CTC	CG	CR	CI	LI	GI
Welding shop	X	X	X	X	X	P	P
Auto Center Accessory Uses (QQ)	CO	CTC	CG	CR	CI	LI	GI
Vehicle storage (RR)	X	X	X	X	P	P	P
Vehicle rental (office and fleet storage)	X	X	X	X	P	P	P

Vehicle repair	X	X	X	X	P	P	P
Vehicle maintenance (detail, prep, etc.)	X	X	X	X	P	P	P
Wholesale facilities	X	X	X	X	P	P	P
Vehicle body repair	X	X	X	X	C	C	C
Vehicle painting	X	X	X	X	C	C	C
Other auto center related uses	X	X	X	X	C	C	C

P - Permitted use

C - Conditional use permit required

X – Prohibited

Section 2. That the Footnotes in Section 20.20.020 of the Signal Hill Municipal Code, entitled “Use classifications”, be amended by adding the following, but with all other portions of the Footnotes remaining unmodified and in full force and effect:

Footnotes

Chart of Permitted Uses by Zone

QQ Auto center accessory uses are subject to the provisions of the Signal Hill Municipal Code Section 20.24.020 Determination of Permitted Accessory Use.

RR Vehicle storage for auto center accessory uses is subject to the provisions of the SIGNAL HILL MUNICIPAL CODE Chapter 20.24.

Section 3. That Title 20 ZONING of the Signal Hill Municipal Code be amended to add Chapter 20.24 to read as follows:

Chapter 20.24

AUTO CENTER ACCESSORY USES

Sections:

20.24.010 Purpose

20.24.020 Determination of permitted accessory use

20.24.030 Vehicle storage

20.24.010 Purpose. The purpose of this chapter is to provide for and regulate uses which are determined to be accessory to the Signal Hill Auto Center dealerships, to operate on properties outside of the SP-4 Auto Center Specific Plan, to allow much needed additional space for the dealerships to store inventory, conduct wholesale facilities for trade-ins and previously leased vehicles and provide other auto center related services on properties in the industrial zoning districts.

20.24.020 Determination of permitted accessory use. A. Determination of auto center accessory use required findings. The approving body shall make the following findings of determination:

1. That the proposed use will not be detrimental to the community and to property in the vicinity.

2. That based on one of the two following criteria the proposed use qualifies as an auto center accessory use:

a. The proposed use is owned or operated by a factory-authorized or nationally franchised automobile, truck and motorcycle sales and service dealership which has a permitted facility located in the SP-4 Auto Center Specific Plan zoning district or;

b. The proposed use is not owned or operated by a factory-authorized or nationally franchised automobile, truck and motorcycle sales and service dealership located in the SP-4 Auto Center Specific Plan zoning district however, it can be determined that it is the "sole or majority service provider" of the specific service to a factory-authorized or nationally franchised automobile, truck and motorcycle sales and service dealership located in the SP-4 Auto Center Specific Plan zoning district .

3. Factors for determination. When making a determination of what constitutes a "sole or majority service provider" the applicant shall submit documentation to demonstrate and the approving body shall consider factors for the determination including but not limited to the following:

a. Whether the proposed accessory use is consistent with the purpose of the SP-4 auto center specific plan pursuant to SIGNAL HILL MUNICIPAL CODE Section 20.47.010;

b. Whether the proposed accessory use is automobile, truck or motorcycle sales and service related;

c. Whether the proposed accessory use is necessary or appropriate to the operation of a permitted auto center use;

d. Whether the proposed accessory use is incidental and subordinate to a permitted auto center use;

e. Whether the proposed accessory use has a contract to do business with or can reasonably be associated with a permitted dealership located within the auto center;

f. Whether the proposed accessory use can demonstrate that it is the "sole or majority service provider" of the specific use being provided to a permitted dealership located within the SP-4 Auto Center Specific Plan zoning district.

20.24.030 Vehicle storage. A. Vehicle Storage Tiered Compliance Plans. Following a finding of determination that the proposed vehicle storage is an auto center accessory use, a tiered compliance plan for property improvements, maintenance and operations shall be prepared.

1. A tiered compliance plan application for property improvements, maintenance and operations shall be submitted to the community development department for review prior to commencement of the use.

2. A deposit shall be submitted and maintained to cover the cost of plan review and annual property inspections. The amount of the deposit shall be set by resolution of the city council.

B. Term of plan. The tiered compliance plan shall have a three year term as well as a required annual review. Prior to completion of each three year term the applicant may apply for an additional three year compliance plan.

1. Each consecutive three year compliance plan shall trigger gradually increased improvements as deemed necessary and appropriate based on the existing conditions of the proposed site.

2. If a new compliance plan is not requested or approved following expiration of an approved three year plan, the accessory use shall be terminated and the site restored pursuant to Section 20.24.030(G) of this chapter.

3. Approved compliance plans shall be mailed to the applicant and shall be kept on file in the community development department.

4. Compliance to plans shall be determined by the director of community development or his designee.

C. Term I application submittal and plans. At a minimum, each compliance plan application shall include the following items and shall identify proposed site improvements and standards for operations:

1. Term I – No more than three years. It shall be noted that an approved Term I compliance plan shall expire at the end of three years.

2. A statement of intent shall be provided describing the proposed accessory use, existing land use and site conditions, proposed site improvements and maintenance and operations standards.

3. Required Plans: The following plans shall be submitted.

a. Paving plan. A conceptual plan shall be submitted for installation of paving or an alternative plan may be considered to install compacted gravel grindings for the interior parking, access drives and storage areas in order to eliminate dust and track out onto streets.

b. Screened fencing plan. A fencing plan shall be submitted to provide perimeter fencing of the site. Fencing shall comply with the following:

1) Fences shall be six to eight foot high chain link fences with sturdy vertical galvanized steel posts set in solid footings with horizontal galvanized pipe members to provide a sturdy framework for the stretching of chain link consistent with City Standard Plan No. 230.

2) Fences shall be screened with durable dark green screening material or vinyl privacy slats designed to fit the chain link and installed evenly to provide uniform appearance and screening and shall be free of graffiti, holes or tears.

3) Replacement fences may include salvageable existing sturdy fence posts however, chain link shall be stretched tightly and top and/or bottom horizontal pipe and additional posts may be necessary to provide a frame sturdy enough to stretch chain link tightly.

4) Sections of replacement fencing may be placed in the same location as the existing fence irrespective of building setbacks or yard requirement of the underlying zone.

5) New fences shall conform to the setback requirements of the underlying zone.

6) No sign may be attached to any fence except as provided by the sign ordinance.

7) No barbwire of any type shall be attached atop the fence.

8) Building permits shall be obtained for all replacement fencing.

c. On-site NPDES and MS4 improvement plan. A conceptual drainage plan, grading plan, or alternative plan addressing stormwater runoff, drainage and on-site retention improvements shall be submitted and shall include an installation schedule to the satisfaction of the city engineer.

d. Off-site NPDES and MS4 improvement plan. A conceptual drainage or grading plan addressing stormwater runoff, drainage and off-site retention improvements shall be submitted for perimeter and unimproved right-of-way areas and shall include an installation schedule to the satisfaction of the director of public works.

e. Loading plan. A plan for loading and unloading vehicles at the site shall be submitted.

f. Security lighting plan. If proposed, a security lighting plan shall be submitted and shall demonstrate that lighting will not impact adjacent properties.

g. Sign plan. If proposed, a sign plan shall be submitted pursuant to SIGNAL HILL MUNICIPAL CODE Chapter 20.58 Signs.

4. Statement for maintenance and operations. The following maintenance and operations standards shall be provided in a written statement, or noted on submitted plans.

a. Owner responsibility. The property owner shall be responsible for bringing the property into compliance as described in the compliance plan, even in cases where the property is leased to one or more tenants.

b. Current business license. A business license shall be required each year for each business tenant pursuant to Title 5 of the SIGNAL HILL MUNICIPAL CODE.

c. Miscellaneous storage. Only storage directly related to the accessory use shall be allowed on site. No unrelated equipment, vehicles or debris or any items or structures unrelated to the proposed accessory use shall be stored on the property. A removal schedule for unrelated storage shall be provided. If a permitted well is located on site and stored items are demonstrated to be directly related and essential to the everyday oil operations of the well they may be allowed to remain.

d. Trash and debris. Property and perimeter areas shall remain free of trash and debris.

e. Property restoration. Upon termination of the auto storage use, a property restoration plan shall be submitted and a restoration schedule shall be proposed for removal of any stored items, temporary improvements, and facilities related to the terminated use and the property shall be restored to its original or otherwise satisfactory condition. No unpermitted storage shall be allowed on the property at any time.

D. Term II application submittal and plans. At a minimum, each compliance plan application shall include the following items and shall identify proposed site improvements and standards for operations:

1. Term II – No more than three years. It shall be noted that an approved Term II compliance plan shall expire at the end of three years.

2. In addition to compliance with all items required for the Term I compliance plan, listed in Section 20.24.030(C), the following additional items shall be included in the application for a Term II compliance plan:

3. Required Plans: The following plans shall be submitted.

a. Screened fencing plan. A fence plan shall be submitted to repair or replace any damaged or rusted fencing pursuant to the City Standard Plan No. 230 and the requirements of Section 20.24.030 C(3)b.

b. Landscape plan. A perimeter landscape plan shall be submitted that identifies existing landscaping and proposed landscaping and shall include at a minimum 5 gallon shrubs set 10 foot on center.

1) The plan shall include drought tolerant materials pursuant to SIGNAL HILL MUNICIPAL CODE Section 13.10, Water Conservation in Landscaping.

2) Automatic irrigation may not be required however, an irrigation plan shall be proposed.

E. Term III application submittal and plans. At a minimum, each compliance plan application shall include the following items and shall identify proposed site improvements and standards for operations:

1. Term III – No more than three years. It shall be noted that an approved Term III compliance plan shall expire at the end of three years.

2. In addition to compliance with all items required for the Term I and Term II compliance plans, listed in Section 20.24.030 (C) and (D), the following additional items shall be included in the application for a Term III compliance plan:

3. Required Plans: The following plans shall be submitted.

a. Screened fence plan. If an entire length of street adjacent perimeter fencing is required to be replaced, a fence plan shall be submitted and the replacement location shall conform to the required setbacks within the zoning district and fence screening for new fencing shall be placed on the inside of the fence.

b. Landscape plan. A perimeter landscape plan shall be submitted that identifies existing landscaping and proposed landscaping and shall include at a minimum 5 gallon shrubs set 5 foot on center.

1) The plan shall include drought tolerant materials pursuant to SIGNAL HILL MUNICIPAL CODE Section 13.10, Water Conservation in Landscaping.

2) The plan shall include installation of an automatic irrigation system.

F. Expiration or additional terms. Each tiered compliance plan shall expire at the end of the three year term. Additional three year compliance plans may be approved by the director of community development if an application is submitted for review in the same manner as described in this section and shall include tiered property improvements and annual reviews for regular maintenance.

G. Termination and restoration. Following expiration of a three year compliance plan if a new plan is not applied for an approved the use authorized by the compliance plan shall be terminated and the site restored in accordance with the initial restoration plan submitted for restoration and removal of any stored items, temporary improvements, and facilities related to the terminated use. The property shall be restored to its original or otherwise satisfactory condition. No unpermitted storage shall be allowed on the property at any time.

H. Annual Review and Maintenance.

1. Annual inspections. For each property subject to an auto center accessory use compliance plan, an annual inspection will be conducted by the City, the results of which will be documented on a compliance plan annual inspection report and shall be mailed to the property owner and kept on file in the community development department.

2. The property owner shall be responsible for compliance with the plan even in cases where the property is leased to one or more tenants. The property owner shall within thirty days of the date of mailing, correct any noncompliant items noted on the inspection report, consistent with the compliance plan.

I. Remedy or revocation of permit.

1. Remedy. For any noncompliant items not corrected within thirty days of the mailed annual inspection report, the property owner may request additional time and demonstrate reasonable cause for the delay and the Director of Community Development may approve a thirty day extension to remedy. The extension will be noted on the inspection report, mailed to the property owner and kept on file in the community development department.

2. Revocation. For any noncompliant items not corrected within thirty days of the mailed extension the accessory use authorized by the compliance plan may be revoked. Revocation shall be determined by the director of community development.

J. Appeals. Any property owner, or applicant wishing to appeal the finding of the director or any aspect of the compliance plan, shall file such appeal in writing with the city clerk within ten calendar days of the date of mailing of an approved compliance plan or annual inspection report. An appeals fee shall accompany any filing.

1. Appeals shall be heard by the city council at a public hearing. The city council may sustain, modify or overrule the decision of the director.

2. The determination of the city council shall be final.

3. Following City Council decision of an appeal, any property owner failing to maintain their property in a condition consistent with an approved compliance plan, or in a condition that is otherwise in violation of any section of any Chapter of the SIGNAL HILL MUNICIPAL CODE, shall be guilty of an infraction as provided in Chapter 1.16

Section 4. That Chapter 20.04 DEFINITIONS of the Signal Hill Municipal Code be amended to add Section 20.04.058 to read as follows:

Chapter 20.04

DEFINITIONS

20.04.058 Auto Center Accessory Use. “ Auto Center Accessory Use” means related and accessory uses owned or operated by permitted factory-authorized or nationally franchised or operated automobile, truck and motorcycle sales and service facilities which together are known as the Signal Hill Auto Center and that have facilities within the SP-4 Auto Center Specific Plan zoning district, or if the accessory use is the “sole or majority service provider” to the Auto Center facility for the specific service as determined by the director of community development .

PASSED, APPROVED AND ADOPTED at a regular meeting of the Planning Commission on this 19th day of April 2016.

JANE FALLON
CHAIR

ATTEST:

SCOTT CHARNEY
COMMISSION SECRETARY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF SIGNAL HILL)

I, SCOTT CHARNEY, Secretary of the Planning Commission of the City of Signal Hill, California, do hereby certify that Resolution No. _____ was adopted by the Planning of the City of Signal Hill, California, at a regular meeting held on the 19th day of April, 2016, and was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

SCOTT CHARNEY
COMMISSION SECRETARY

April 3



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

April 19, 2016

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

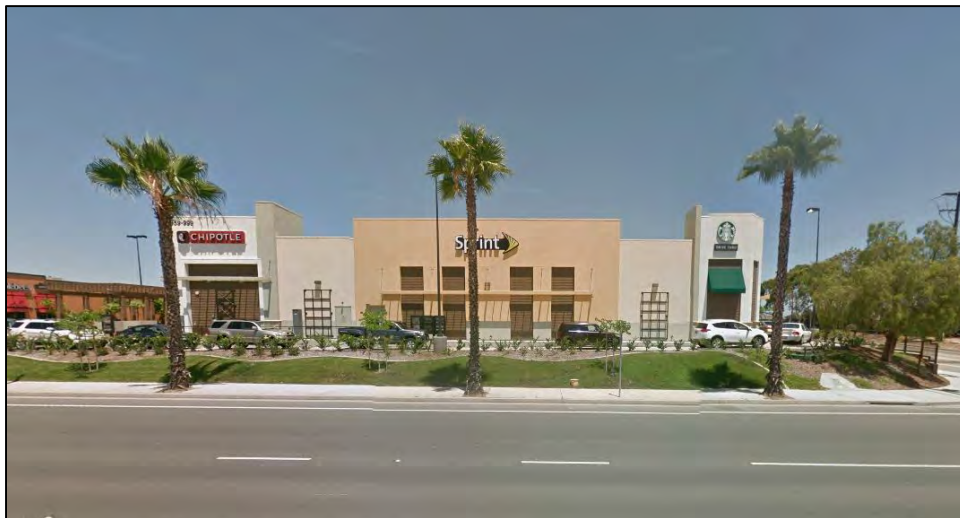
**FROM: SARAH TSAO
ADMINISTRATIVE ASSISTANT**

SUBJECT: DIRECTOR'S REPORT - BEAUTIFICATION AWARD PROGRAM

Summary:

On March 15, 2016, staff sent an email soliciting nominations for candidates for the 1st quarter Beautification Award. On April 1, 2016, staff sent a reminder email with three suggested properties for consideration:

959-999 E. Spring Street – Gateway Center Pad A Building





The Gateway Center Pad A building was completed in 2014 with three new business: Chipotle, Sprint and Starbucks with Drive-Thru service. The building structure features contemporary architecture design such as various heights and tower elements; mix of metal and fabric awnings; and cultured stone veneer on pilaster bases. A spacious outdoor dining area with enhanced paving, planters, and a trellis was also constructed next to the Chipotle restaurant.

1136-1140 E. Willow Street – Commercial Building



This commercial building was recently renovated with new glass windows and doors, new metal awnings, and new paint color for the exterior walls. The turfs in the parkways surrounding the parking lot were replaced with mulch and colorful, drought tolerant plants.

1446 E. Hill Street – ProScape Landscape



BEFORE

AFTER

ProScape Landscape has transformed its front yard with a completely new and unique landscape design. A river-stream-like trail was shaped using rocks and surrounds the building. Various trees, plants, shrubs and other drought tolerant materials were planted throughout the area, making this property both beautiful and sustainable.

One Commissioner responded to the second email expressing support of the Pad A building at the Gateway Center. As of the date of preparation of the agenda, no additional nominations have been received, however, the Commission is welcome and encouraged to make nominations at the meeting.

Recommendation:

Consider any additional nominations and select recipient(s).

Approved by:

Scott Charney

April 4



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

April 19, 2016

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
DIRECTOR OF COMMUNITY DEVELOPMENT**

SUBJECT: DIRECTOR'S REPORT – STRATEGIC PLAN REVIEW

Summary:

Staff will highlight goals and objectives contained in the City's 2015-2019 Strategic Plan of potential interest to the Planning Commission (Attachment A).

Recommendation:

Receive and file.

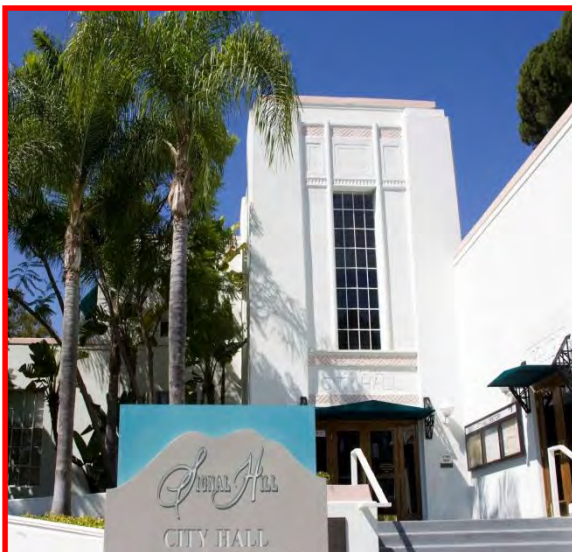
Background and Analysis:

On June 2, 2015, the City Council reviewed and adopted the 2015-2019 Strategic Plan as amended and added five new objectives (Attachment B).

Attachments

City of Signal Hill Strategic Plan

2015-2019





City of Signal Hill, California Five-Year Strategic Plan

May 19, 2015

City Council

Larry Forester - Mayor
Lori Y. Woods – Vice Mayor
Tina L. Hansen - Council Member
Michael J. Noll - Council Member
Edward H.J. Wilson - Council Member

City Staff

Kenneth C. Farfsing, City Manager
Charlie Honeycutt, Deputy City Manager
Elise McCaleb, Economic Development Manager

Consulting Staff

Kelly Associates Management Group LLC
William R. Kelly, President/CEO
David A. Gruchow, Principal

Prepared for the City of Signal Hill by





City of Signal Hill

Five-Year Strategic Plan

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Appendix C	Consolidated SWOT Input
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City of Signal Hill Five-Year Strategic Plan

Executive Summary

The City of Signal Hill has embarked on a comprehensive process for reviewing previously adopted strategic priorities and exploring new, proactive measures aimed at sustaining long-term growth and maintenance of quality City services. The purpose of the Five-Year Signal Hill Strategic Plan is to afford the City Council and its staff the ability to:

- Review the City's status relative to current service levels
- Evaluate progress towards achieving previously-established goals and objectives
- Identify local and regional trends
- Assess those dynamics at work in both the organization and community that can affect service delivery (SWOT: Strengths, Weakness, Opportunities, Threats)
- Establish new service priorities
- Develop new goals, objectives and strategies for addressing priorities

In July 2013, the City Council retained Kelly Associates Management Group LLC (KAMG) to assist the Council and staff in the preparation of the Five-Year Strategic Plan. Since then, the process that the City has followed involved broad community outreach as well as an extensive assessment by the City Council and executive staff of the City's current service environment.

Recent Strategic Planning Efforts

The City has traditionally utilized community strategic planning to assess trends and public perceptions, identify needs and program priorities, and establish a vision for the future. The City developed its most recent Strategic Plan in 2005 which focused extensively on public outreach and citizen input. From this input, the City Council developed a series of mid- and long-term goals and objectives. The Plan was significant in that its five-year timeframe ended up coinciding with the 2008 global recession and the subsequent state-mandated dissolution of redevelopment. Both of these unforeseen events have had either direct or indirect impacts on the City's ability to address many of the Plan's goals and objectives

The 2005 Strategic Plan contained 12 goals that were ranked by priority. Notwithstanding the challenges imposed by the economy and loss of redevelopment, the City was still able to implement 11 of these goals.

Fiscal Issues

Although many communities have come to depend on Property Taxes to fund their municipal operations, Signal Hill continues to rely on Sales and Use Taxes as its major source of revenue (for fiscal year 2014-15, these taxes make up 64.2% of all General Fund revenue). During the last several years, the City's Redevelopment Agency focused its economic development efforts on diversifying its revenue base by encouraging development that enhances property value (and therefore property taxes) while at the same time seeking opportunities for increased retail commercial uses. However, the State's decision to eliminate redevelopment has created difficulties for the City in pursuing many of these initiatives since there is no longer funding available to acquire land, perform oil well abandonment, environmental clean-up and financing of public utilities needed to serve the new development.

Because public safety constitutes such a large portion of the City's annual budget (42.6% for fiscal year 2014-15), the ability to fund other important City programs and services is made more challenging by scarce and unpredictable fiscal resources. It is therefore critical to engage the community to help identify and prioritize current and future needs and to begin the process of crafting programs, projects and services in response to those needs.

Outreach and Engagement

In order to establish a vision for the future, as well as specific goals for achieving that vision, the City engaged in a two-step process for assessing the community's perceptions of Signal Hill's strengths, weaknesses, opportunities and threats (SWOT). First, KAMG facilitated three community meetings that were specifically designed to afford the public an opportunity to contribute to the new Five-Year Strategic Plan. Second, a series of one-on-one interviews were held with selected community stakeholders including the City Council, City Manager, Department Heads and Managers, City Commissioners, major property owners, representatives of major businesses, and certain citizens.

As a result of this outreach, a broad spectrum of residents and stakeholders helped to identify the following:

- The community's strengths from which to build the new Five-Year Strategic Plan
- Weaknesses that could serve as potential impediments to maximizing opportunities in the future
- Policies, programs, activities, improvements and initiatives that are currently available to the community or may become available in the future
- Factors in the community that could serve to inhibit the crafting of effective strategies.

The complete compendium of SWOT input, along with a listing of stakeholder interviewees, may be found in the Appendices of this Strategic Plan.

Community Survey

Between November 18, 2013 and December 8, 2013, the City commissioned a Community Satisfaction Survey which served as yet another mechanism for gauging public perceptions of current City services and programs. In general, the survey found that residents tended to be happy with the level of service provided, believed that Signal Hill is moving in the right direction, viewed public safety as the community's highest priority, and did not identify any pressing City needs or problems.

Goals and Objectives

Based on the community outreach efforts, SWOT analysis, and examination of the current environment, the following Goals for the community's Five-Year Strategic Plan are suggested:

- Goal #1 – Ensure Long-Term Fiscal Stability
- Goal #2 – Ensure Public Safety is High Priority
- Goal #3 – Promote a Strong Local Economic Base
- Goal # 4 – Maintain the Public Infrastructure
- Goal # 5 – Ensure an Enhanced Quality of Life for the Residents
- Goal # 6 – Promote a Transparent and Open Government

From these goals, the City Council and City staff have developed a series of objectives that are intended to provide measureable standards for implementation including Departmental responsibility and completion timeframes. Together, these Goals and Objectives reflect the City's commitment to achieving a sustainable framework of environmentally sound and financially practical public policies that strike a balance between economic growth, social responsibility, and environmental well-being. These goals and objectives may be found in Section VI of the Strategic Plan.



City of Signal Hill Five-Year Strategic Plan

Section I - Introduction

With the elimination of redevelopment in California, cities throughout the state have lost a key component for addressing both short-term and long-term community issues through the use of economic development and infrastructure improvement. Elected officials across the political spectrum are now confronting these realities by challenging long-held assumptions and setting new priorities. The City of Signal Hill has embarked on a comprehensive process for reviewing previously adopted strategic priorities and exploring new, proactive measures aimed at sustaining long-term growth and maintenance of quality City services.

The purpose of the Five-Year Signal Hill Strategic Plan is to afford the City Council and its staff the ability to:

- Review the City's status relative to current service levels
- Evaluate progress towards achieving previously-established goals and objectives
- Identify local and regional trends
- Assess those dynamics at work in both the organization and community that can affect service delivery (SWOT: Strengths, Weakness, Opportunities, Threats)
- Establish new service priorities
- Develop new goals, objectives and strategies for addressing priorities

Overview of Strategic Plan Development Process

The strategic planning method that typically works best in the public sector is one that identifies the alignment of community and organizational values within the context of historic experience and the changing, evolving environment. In many organizations, this process can be exacerbated by frequent political shifts and changes in public perceptions and expectations. While a strategic plan is intended to lay out a definitive organizational direction over a prescribed period of time, it must nonetheless have the ability and flexibility to adapt to changing conditions.

There are several approaches available to public and private-sector organizations for engaging in a strategic planning process:

1. Vision/Goal-Based: Working towards consensus on the organization's mission and vision for the future (three to five years) and developing various goals for realizing that vision.

2. Issue Oriented: A more narrowly focused effort which involves the identification of specific, major issues facing the community and the evaluation of alternatives to deal with those issues in the short- and long-term.
3. Organizational Alignment: A top-to-bottom assessment of the organization's goals and how resources are allocated to achieve them.
4. Situational Planning: A series of "what-if" exercises that examine how an organization can best react and adapt to potential or anticipated changes in its environment.

In July 2013, the City Council retained Kelly Associates Management Group LLC (KAMG) to assist the Council and staff in the preparation of the Five-Year Strategic Plan. Since then, the process that the City has followed involved broad community outreach as well as an extensive assessment by the City Council and executive staff of the City's current service environment.

Exhibit 1 below illustrates the six-step plan development process:

Exhibit 1
2014 Strategic Plan Development Process



Following an orientation and scoping meeting, KAMG began its data collection efforts, conducted individual interviews with City staff, and facilitated SWOT exercises at three Community Meetings, and conducted a SWOT analysis with the City Council. KAMG and City

staff then began the process of crafting new goals and objectives for presentation to the City Council.

Status of Recent Strategic Planning Efforts

The City has traditionally utilized community strategic planning to assess trends and public perceptions, identify needs and program priorities, and establish a vision for the future. This has allowed the City to make an orderly transition from its historic roots as an oil producing town to a more balanced residential, commercial, and industrial community. Long-range strategic planning has been proven to be an integral tool for adapting vacant and underutilized properties and defining public service levels. The City developed its most recent Strategic Plan in 2005 which covered the timeframe from 2006 to 2011. Prior to 2005, a Strategic Plan was completed in the 1990's.

The development of the 2005 Strategic Plan focused on public outreach and depended on citizen input which was solicited through two public workshops. During these workshops, residents were asked to identify the strengths and areas for change in the community. From this input, the City Council developed a series of mid- and long-term goals and objectives. The Plan was significant in that its five-year timeframe ended up coinciding with the 2008 global recession and the subsequent state-mandated dissolution of redevelopment. Both of these unforeseen events have had either direct or indirect impacts on the City's ability to address many of the Plan's goals and objectives

The Strategic Plan contained 12 goals that were ranked by priority. Notwithstanding the challenges imposed by the economy and loss of redevelopment, the City was still able to implement 11 of these goals. The goals in this planning period included the following:

Table1
Status of 2006-2011 Strategic Plan

Goal	Status
New Police Station	The City Council's goal established an ambitious goal of completing the project by 2009 despite the fact that the Proposition H funding initiative had just been defeated and the City did not have a final site for the police station. After conducting a series of workshops aimed at identifying potential locations, the City Council selected a 4-acre site on Walnut Avenue. The project encountered further delays associated with the acquisition and assemblage of the site as well as the insolvency of the contractor. The facility was opened in January of 2013.

Table1
Status of 2006-2011 Strategic Plan

Pay-As-You-Go Police Staffing Plan	Acting in response to a 2005 Blue Ribbon Committee recommendation to allocate \$600,000 for six additional Police Officers, the City Council established a "pay as you go" plan to phase-in the enhancement contingent on the availability of budget resources. The goal of adding the six new positions was achieved in the fiscal year 2008-09 Police Department budget.
Marketing and Promotion	The goal of proactively marketing and promoting the community has resulted in the attraction of several new entities such as Boulevard Cadillac, Fresh and Easy Market, the EDCO Transfer Station and Los Angeles County Tax Assessor's Office. The City also participated in marketing the Signal Hill Gateway Center (Ross, Petco, Dollar Tree Store and In-N-Out restaurant).
Meeting Community Infrastructure Needs	During the five-year timeframe of the previous Strategic Plan, 45 Capital Improvement Projects were either completed or started at a total cost of \$33.21 million (funded largely by grants). The elimination of Redevelopment has delayed the construction of the new Library facility.
Attract Hotel Near Memorial Hospital	The elimination of Redevelopment has frozen all funding for environmental site assessment. Also, it is uncertain whether the proposed hotel could go forward now given the current economic conditions.
Involvement in State and Regional Issues	The City Council and staff participate in several regional and statewide organizations, including the Gateway Cities Council of Governments, the Gateway Water Management Authority, SCAG, the Rivers and Mountains Conservancy, the 1-710 Project Committee, the League of California Cities Los Angeles Division Board of Directors, the League of California Cities Revenue and Taxation Committee, etc.
Maintain Six-Month (50%) General Fund Reserve	The 2008 recession resulted in revenue losses for cities throughout the state. While Signal Hill's reserve level stood at 50.3% in 2008, portions of this reserve were required to balance the General Fund for two years resulting in a 36% level. These funds have now been rebuilt and the reserve currently stands at 63%.

Table1
Status of 2006-2011 Strategic Plan

Retain/Attract High Qualified Workforce	Since 2006 the City has added new department heads in all major departments, promoted a new Deputy City Manager, and made appointments to Deputy City Clerk, Assistant to the City Manager, Deputy Director of Public Works, Economic Development Manager, and Police Captain positions.
Encourage Investment in Older Neighborhoods	While the grant program for home improvements was eliminated because of the dissolution of redevelopment, the City has utilized the adoption of specific plans to address neighborhood rehabilitation (i.e., the Pacific Coast Highway Specific Plan)
West End Specific Plan	The City adopted two specific plans for the west end oil field which provided for the relocation of A&A Ready Mix Concrete Batch Plant to Patterson Street near California Avenue and the construction of the EDCO Transfer Station and EDCO's Los Angeles County Administrative Headquarters Building on Patterson Street and 27th Street.
Community Outreach in Planning Process	During the Strategic Planning period, the City held workshops and formed committees regarding the location of the Police Station, the planning for the Signal Hill Park and the Library, and the consideration of the purchase of property for the Community Garden.
Coordinate with Adjacent Agencies on Projects of Mutual Concern	The City has pro-actively engaged with: <ul style="list-style-type: none">• LBUSD - Jessie Nelson Academy• City of Long Beach - Office Depot's distribution Centers, Cherry Avenue/PCH widening project, and California Avenue improvements

In addition to adopting the goals contained in the 2006-2011 Strategic Plan, the City Council formed the Sustainable City Committee in 2008. This Committee is made up of residents and is committed to developing and recommending a sustainable framework that promotes environmentally sound and financially practical objectives. The City will continue with this framework, to strike a balance between economic growth, social responsibility, and environmental well-being. Consideration will be given to develop public buildings with sustainability in mind, aiming towards energy savings and LEED principles.



City of Signal Hill Five-Year Strategic Plan

Section II – Fiscal Issues

While the goal of a strategic plan is to carefully examine the environment and address emerging needs, much of the City's ability to influence the course of events depends upon its own fiscal health and stability. Whether it's providing desired services, facilities or infrastructure, the City plays a key role in defining the overall quality of life. This Section will provide an overview of Signal Hill's fiscal status including key indicators of the challenges facing the City Council and staff.

General Fund Structural Issues

The economic downturn that began in 2008 has had a significant impact on the City of Signal Hill's General Fund revenues. Two of the City's most critical revenue sources, Property Taxes and Sales and Use Taxes, are most susceptible to local, regional and national economic fluctuations. For example, because Property Taxes are based on the assessed value of residential and commercial property, and because the City does not have the ability to levy its own tax rate, the annual production of revenue is heavily influenced by annual property sales (turnover) and real estate prices for those parcels on the market. Sales Taxes, on the other hand, are a direct indicator of economic instability. Together, these two sources represent 67% of all General Fund revenue.

The City's reliance on Sales and Use Taxes is fundamentally misunderstood by many in the community who continue to labor under the notion that local government in California is largely paid for by property taxes. When Signal Hill incorporated as a city in 1924, the County of Los Angeles required that the City not rely on property taxes. The City's original Board of Directors agreed to this demand and Signal Hill adopted an oil barrel tax to fund municipal services. Signal Hill was one of the first "no-low" property tax communities in California. Other "no-low" property tax communities would incorporate in the 1950's, such as the nearby City of Lakewood, as the County reserved the majority of property taxes collected for County services and to fund public schools.

The full property tax cities in Los Angeles County receive between 18 cents to 24 cents of the property tax dollar paid by their property owners. Signal Hill and other "no-low" property tax communities receive only about 6 cents on the property tax dollar. Property tax revenues comprised less than 4% of the total property tax revenues in 2013-2014. Exhibit 1 shows how property taxes are allocated among local governmental entities:

Exhibit 1
Allocation of Property Tax Revenue



Source: City of Signal Hill Finance Department

In the 1970's oil production began to decline and the City adopted an aggressive redevelopment policy of converting the former oil fields to commercial land uses that produce Sales and Use Tax revenues. The Signal Hill Redevelopment Agency generated significant new property tax revenues from the growth in the community. However, State law prohibited redevelopment agencies from spending these revenues on operational costs, such as funding for police, fire and public works.

Prior City Strategic Plans have recognized the importance of diversifying the City's revenue base away from its dependence on Sales and Use Taxes through economic development. These strategies included broadening out the sales tax generators and encouraging new revenues sources such as the "host fees" from the EDCO transfer station and bed taxes from new hotels. Signal Hill also does not have utility tax, which is very common in surrounding communities, nor does it rely on community facilities districts to finance operational costs.

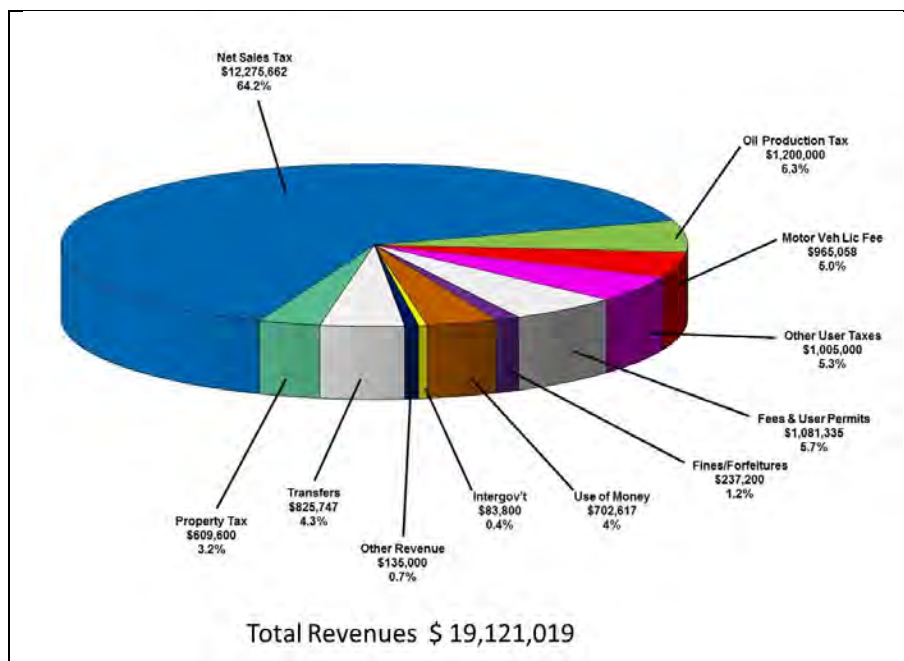
During the Great Recession (2009-2012) the State dissolved all redevelopment agencies statewide. All redevelopment agencies are prohibited from entering into new development agreements, which were used to encourage growth in the community. The Signal Hill

Redevelopment Agency is currently in the third year of closing down its activities and will start a process of selling what land assets it acquired prior to 2011.

The dissolution of redevelopment has created difficulties for the City in pursuing its prior economic development strategy of promoting retail development, since there is a lack of funding to acquire land, perform oil well abandonment, environmental clean-up and financing of public utilities needed to serve the new development.

Exhibit 2 depicts the makeup of all the various General Fund revenue sources for fiscal year 2014-15.

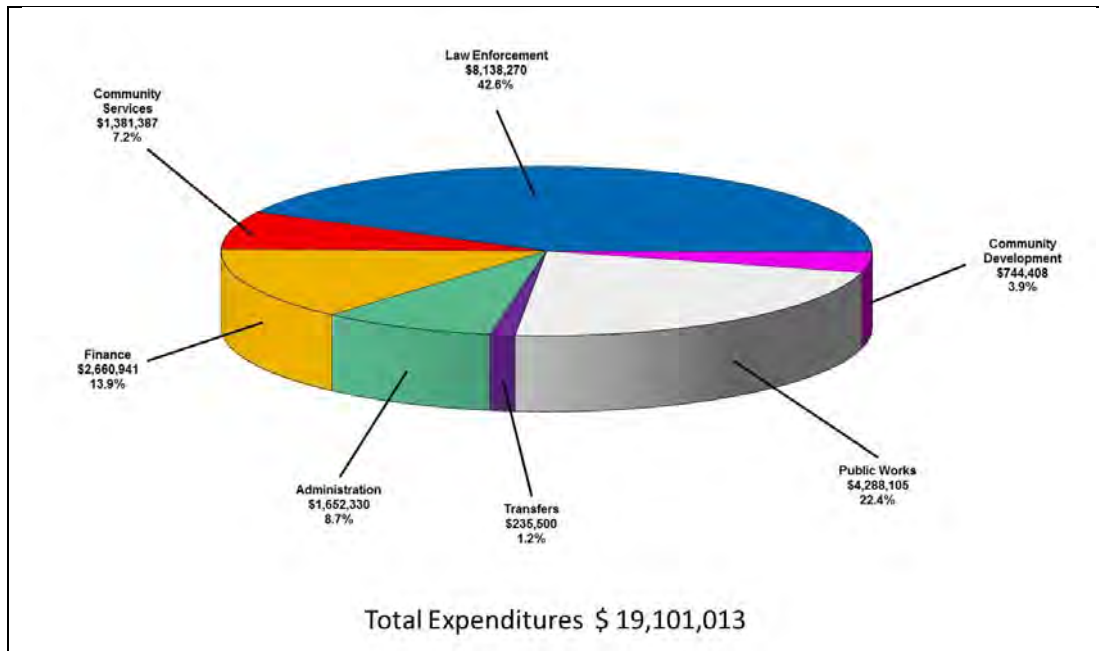
Exhibit 2
2014-15 General Fund Revenue Sources



Source: City of Signal Hill Finance Department

The budget problem for Signal Hill is complicated by the fact that a large portion of the General Fund budget is allocated to public safety. Exhibit 3 shows the percentage allocation among the major General Fund cost centers for fiscal year 2014-15.

Exhibit 3
2014-15 General Fund Budget Allocation



Source: City of Signal Hill Finance Department

As previously noted, one of the primary reasons for engaging in a Strategic Planning effort is to reach out to the community to help identify current and future needs and begin the process of crafting programs, projects and services in response to those needs. While the public has now contributed a wealth of insights and ideas about the direction they'd like to see the City move in, the City Council's challenge continues to involve matching these expectations with scarce and unpredictable fiscal resources.



City of Signal Hill Five-Year Strategic Plan

Section III – Community Outreach

This section summarizes the SWOT Analysis (Strengths, Weaknesses, Opportunities and Threats) conducted during three Strategic Planning Community Meetings and individual interviews in Signal Hill. The goal was to solicit input from residents, businesses and other community stakeholders in order to identify their perceptions of current conditions and their visions for the future.

The SWOT Analysis Process

The SWOT Analysis is a useful technique for understanding an organization's strengths and weaknesses, and for identifying the opportunities that are available as well as the threats that are faced. Understanding these factors can help to specify organization or project goals, identify internal and external factors that can help or hinder goal achievement, match strengths and opportunities, and convert weaknesses and threats to strengths and opportunities.

The following questions are frequently posed to participants during a SWOT Analysis process to help assess strengths, opportunities, weaknesses, and threats:

Strengths

- What advantages does the organization have?
- What does the organization do that is better than anyone else?
- What unique resources can we draw upon that others can't?
- What do other people see as our strengths?
- How do we know when we are being successful?
- What is it that we offer that other people need or want?

Weaknesses

- What does the organization need to improve on?
- What things should the organization avoid...but doesn't?
- What would other people see as our weaknesses?
- What factors keep creating harmful problems and conflicts?

Opportunities

- What are some good opportunities available now or in the future?
- What interesting and/or influencing trends are present? (i.e., changes in social patterns, population profiles, lifestyle changes, etc.)

- What technological resources are available to help convey the organization’s message?
- What initiatives should be pursued in order to capitalize on the organization’s strengths and mitigate its weaknesses?

Threats

- What obstacles do we face?
- What are other organizations doing that we are not?
- Are outside perceptions of the organization’s mission and effectiveness changing?
- Could any of our weaknesses seriously threaten the organization?

Overview of Community Meetings

City staff requested KAMG to facilitate a series of community meetings in order to afford the public an opportunity to contribute to the new Five-Year Strategic Plan. The following summarizes these meetings:

Meeting Date	Location	No. of Attendees
Wednesday, March 19, 2014	Community Center	18
Wednesday, April 2, 2014	Community Center	22
Monday, September 29, 2014	Community Center	35

Appendix A contains copies of the meeting notices that were distributed.

Each of the meetings lasted between two and three hours. KAMG staff made an introductory presentation and then facilitated an open discussion of the various strengths, weaknesses, opportunities and threats that the participants saw in their community. These comments were recorded on flip charts during the meetings and subsequently transposed. It should be noted that all of the comments were recorded as accurately as possible without filtering, editing, discussion or debate. Refer to following Appendices for the complete compendium of SWOT input:

- *Appendix B – Community Meeting Participant Input:* Detailed input from each of the three community meetings, sorted by SWOT categories.
- *Appendix C – Consolidated SWOT Input:* Summary of participant input from all three community meetings, sorted by SWOT categories and topics.

The following highlights many of the key points and common themes heard during the community meetings.

Key Strengths

- Iconic Signal Hill (the “Hill”)
- Location (Proximity to PCH and freeways, beach, airport, Long Beach resources)
- Police Department (sense of safe community, new Police facility)
- Park & Recreation facilities and programs
- Cohesive City staff (Planning and Management)
- City Hall customer service (accessible, responsive)
- Elected and appointed government leadership (Council and Commissions)
- Government transparency and inclusiveness (public outreach)
- Feeling of “Community”
- Business friendly
- Stable and diverse businesses
- Chamber of Commerce
- Available/developable land
- City-owned Water Department
- Corporate support of City (EDCO, SHP, car dealers)

Key Weaknesses

- North/South geographical divide (405 Freeway)
- Contentious elections, political controversy, low voter turnout
- Lack of civic engagement (suspicion of government)
- No replacement for lost Redevelopment resources
- Lack of technology at City Hall
- Inadequate public library
- Lack of programs/facilities for seniors, veterans, disabled
- Schools (too many, lack of access to Signal Hill Elementary)

- Lack of funding for environmental protection/enforcement
- Cost of infrastructure maintenance
- Traffic issues (signal timing, noise, Long Beach problems)
- Surrounded by Long Beach (“invisible”)
- Blight (rundown/unattractive buildings not updated, deterioration of Lemon/Burnett area, westside sidewalks)
- Lack of downtown/Town Center focal point
- Stark retail experience (commercial development, architectural design)
- Dependence on sales tax
- Emergency preparedness
- No major grocery store, drug store, fine dining restaurant, hotel
- Not bicycle friendly (lack of enforcement of bicycle laws)

Key Opportunities

- Make greater use of technology to communicate with the community (website, information kiosks, etc.)
- Greater effort to market/brand the City (ads in buses, public attitude survey, street banners)
- New public library and community meeting facility
- New public recreation facilities (baseball/soccer fields, dog park, community pool, north slope open space with trees, art museum, planetarium, expansion of trail system)
- More Community Events (focus on “the Hill” and oil industry)
- Create a vision for business development (Economic Development strategy)
- Farmer’s Market
- Hotels (especially around Long Beach Memorial Hospital)
- Upper-scale restaurants
- Drug store
- Recycle unused oil fields
- Auto Center expansion

- New emphasis on volunteerism
- More diverse housing types
- Create a “Town Center” and Historic District
- Establish a wayfinding signage program

Key Threats

- Voter apathy and general apathy
- Lack of political stability
- Long-term financial stability
- Right to know voter initiative (Measure U)
- State of California (mandates, meeting requirements, etc.)
- Competition with Long Beach
- Cost of public safety
- Lack of undeveloped land
- Employee costs
- Potential loss of sales tax due to online buying.



City of Signal Hill Five-Year Strategic Plan

Section IV – Stakeholder Input

The City Council, City Manager, Department Heads and Managers were interviewed utilizing the SWOT process. In addition, a few City Commissioners, major property owners, representatives of major businesses, and certain citizens were also interviewed for this Plan (see Appendix D for a complete stakeholder list). The comments as conveyed are presented below.

The City Council received a PowerPoint presentation on May 6, 2014 describing the input received to date. This was an informational presentation and discussion; no Council action was taken.

Strengths

- Fiscally independent
- In-tune with the community
- Politically stable
- Good at community outreach
- Excellent staff top to bottom
- Great Police Department
- Excellent City Manager
- Leaders in water quality/control issues
- Great people in the city, the city staff and business/industrial community
- Good succession planning for the city staff
- Being small is good- friendly community
- Excellent City Attorney
- Great fiscal planning
- Leadership in the County and the Region
- Location/location/location
- Infrastructure in relatively good shape
- Having large big box stores and auto dealers

- City Council and staff stability
- Good customer service responses- direct connections
- Well maintained infrastructure
- Planning ahead and not being reactionary
- Close to Long Beach Airport
- Close to the beaches
- City owned water utility
- Active and engaged city commissioners

Weaknesses

- Reduction of reserve funds
- State mandates
- Small Police Department and therefore hard to keep officers
- Need for more senior services
- Small makes it difficult to be noticed
- Surrounded by Long Beach
- Limited land for development not related to oil property
- Contaminated oil property
- Small Park and Recreation Department
- Lack of succession planning for the city council and city commissioners
- Dependence on sales tax
- Loss of redevelopment
- Lack of funding for low/mod housing
- Community trails being overused
- Being part of Long Beach school system
- Anti-Government element in the community
- Concern about transition from home ownership to rentals
- Ability to fund capital projects and infrastructure maintenance

- Potential for increases in water costs
- City newsletter is biased
- Disconnect between the City Council and the community.

Opportunities

- Development of unused oil property
- Modernize the Finance Department with technology
- New Library
- More sponsors for community events
- Review how to clean up oil properties appearances (landscaping/fences, etc.).
- Need for meeting/education rooms
- Work more closely with Federal and State representatives
- Market the City better
- Define the City Image
- Hotel adjacent to Long Beach Memorial Hospital
- Nature preserve on the north slope of the 405 freeway
- More emergency preparedness
- Need for a "town center"
- Create historical district
- Need for quality "white tablecloth-type" restaurants
- Public Art program
- Programs for youth and high school students
- Work with the City of Long Beach more
- Continual growth of the auto center
- Reach out to community Foundations and Groups
- Work with Long Beach on Willow Springs Park
- Reuse of Spud Field
- Update the General Plan and Zoning Code

- Focus on westside developments
- Reconnect with neighborhoods north of the 405 freeway

Threats

- State interference
- Retirement and medical liability costs
- Economic recession
- Voter apathy
- Resting on “status quo”
- Resistance to change
- Recruitment of city employees in the future
- Deteriorating neighborhoods at the perimeter of the City
- NPDES and water quality implementation and costs
- Competition with Long Beach
- Internet sales



City of Signal Hill
Five-Year Strategic Plan

Section V – Community Survey

Between November 18, 2013 and December 8, 2013, the City commissioned Fairbank, Maslin, Maulin, Metz & Associates (“FM3”) to conduct a Community Satisfaction Survey of 249 Signal Hill residents. The survey found that in general, residents are happy with the level of service provided. Other notable survey results include:

- Three out of four residents believe that Signal Hill is moving in the right direction
- Residents view the direction that Signal Hill is moving in more favorably than they view other cities.
- One in three residents could not think of a problem with the City.
- Public safety remains a high priority for residents who believe it is “extremely important” that Public Safety be afforded the funding it needs. Over 70% of residents indicated that they would like to see the current law enforcement service level maintained while only 14% indicated some level of comfort with service reductions.
- Four out of ten residents expressed satisfaction with the City’s job performance and could not articulate any needs that must be addressed. Residents view government positively, especially for Police (84% favorable) and Parks and Recreation (45% favorable)



City of Signal Hill Five-Year Strategic Plan

Section VI – Goals and Objectives

KAMG met with the City Manager and Executive Staff to review the comments, observations and insight resulting from the SWOT Analysis. After considering the material, a series of Goals were established as the basis for specific, measurable five-year objectives. These include the following;

Goal #1 – Ensure Long-Term Fiscal Stability

Goal #2 – Ensure Public Safety is High Priority

Goal #3 – Promote a Strong Local Economic Base

Goal #4 – Maintain and Improve the Public Infrastructure

Goal #5 – Ensure an Enhanced Quality of Life for the Residents

Goal #6 – Promote a Transparent and Open Government

The City Manager then held two meetings with City Departments to distribute the draft Strategic Plan (including all comments received during the SWOT analysis) and to solicit comments and feedback on the Plan along with draft Goals and Objectives for implementation.

- Meeting #1 – Focus on defining organizational goals
- Meeting #2 – Focus on reviewing objectives, assigning Departmental responsibility, and defining timeframes for completion.

In order to maximize accountability and responsibility, completion timeframes for all objectives were defined as Short-Term (less than one year), Medium-Term (one to three years), Long-Term (three to five years) or On-Going.

Goal and Objective Tracking Worksheets

The following Goal and Objective Tracking Worksheets reflect the six goals listed above along with measurable objectives.



CITY OF SIGNAL HILL FIVE-YEAR STRATEGIC PLAN GOALS AND OBJECTIVES

Goal 1: Ensure Long-Term Fiscal Stability

Obj. No.	Dept. Assigned	Objective Description	Completion Timeframe	Status
1.1	Admin.	Continue efforts to diversify revenue sources. <ul style="list-style-type: none">Evaluation of electronic billboard opportunities	Short-Term	
1.2	Admin. and Public Works	In order to offset project and program costs, continue efforts to obtain new sources of state and federal grants such as: <ul style="list-style-type: none">Proposition 1 – Water BondsCap and Trade Program	On-Going	
1.3	Admin.	Monitor and respond to proposed legislation affecting City revenues such as: <ul style="list-style-type: none">Modifications to Bradley-Burns sales tax distributionModifications to county pool sales tax distributionLegislation relating to sales tax on E-commerceLegislation establishing sales tax on servicesChanges to sources of transportation taxes	On-Going	
1.4	Admin.	Develop funding strategy to address PERS rate increases <ul style="list-style-type: none">Convene subcommittee to analyze options	Short-Term	
1.5	Public Works	Pursue measures that result in cost savings such as: <ul style="list-style-type: none">Create Energy Master Plan that will reduce costs through the use of efficient technologies such as LED street lights and cost-effective photovoltaic systems	Mid-Term	
1.6	Community Serv. and Admin.	Seek individual and/or corporate sponsorship for naming rights	Mid-Term	
1.7	Finance	Consider modification of oil field taxes and fees	Mid-Term	
1.8	Finance	Adequately fund replacement reserves for equipment, furniture, computers, Insurance Reserves, Capital Improvements, facilities replacement, and economic uncertainties. <ul style="list-style-type: none">Develop a policy of what items are included in each Fund	Short-Term	
1.9	Finance	Prepare a Fee Study/Cost Allocation Review	Mid-Term	



CITY OF SIGNAL HILL FIVE-YEAR STRATEGIC PLAN GOALS AND OBJECTIVES

Goal 2: Ensure that Public Safety is a High Priority

Obj. No.	Dept. Assigned	Objective Description	Completion Timeframe	Status
2.1	Police	Improve emergency preparedness programs/CERT	Mid-Term	
2.2	Community Dev.	Upgrade Safety Element to reflect Oil Code Amendment regarding development of properties with abandoned oil wells and revise methane and mitigation standards	Short-Term	
2.3	Police	Develop better management tools (CAD/RMS)	Mid-Term	
2.4	Police	Revise the Police Department Strategic Plan for 2015-2017	Short-Term	
2.5	Police	Develop Police Foundation	Short-Term	



CITY OF SIGNAL HILL FIVE-YEAR STRATEGIC PLAN GOALS AND OBJECTIVES

Goal 3: Promote a Strong Local Economic Base

Obj. No.	Dept. Assigned	Objective Description	Completion Timeframe	Status
3.1	Admin.	Revise the Economic Development Strategy	Mid-Term	
3.1.1	Admin.	Implement actions outlined in Long Range Property Management Plan	Mid-Term	
3.1.2	Admin.	Attract new sales tax-producing businesses to the City	Mid-Term	
3.1.3	Admin.	Help to retain existing businesses in the City	On-Going	
3.1.4	Admin.	Provide Ombudsman Services to assist applicants in the development process (residential, commercial and industrial).	Short-Term	
3.1.5	Admin.	Monitor sales taxes generated	On-Going	
3.1.6	Admin.	Help to attract new auto dealerships to Signal Hill and find storage options.	On-Going	
3.2	Community Dev. and Admin.	Develop comprehensive strategy for Signal Hill Petroleum's continued legacy oil field activity and operations throughout the City while making use of underutilized properties for economic development to expand the City's revenue base.	On-Going	
3.2.1	Community Dev.	Complete Oil Code amendment	Short-Term	
3.2.2	Community Dev.	Replace Conditional Use Permit for drill sites with Development Agreements	Short-Term	
3.3		Complete General Plan Update		
3.3.1	Community Dev.	Environmental Resources Element	Mid-Term	
3.3.2	Community Dev.	Land Use Element	Long-Term	
3.4	Community Serv.	Update the Community Services Needs Assessment	Short-Term	
3.5	Community Serv. and Community Dev.	Update the Parks & Recreation Master Plan	Short-Term	
3.6	Finance and Admin.	Create a Legacy Reserve Fund to continue economic development efforts	Mid-Term	



CITY OF SIGNAL HILL FIVE-YEAR STRATEGIC PLAN GOALS AND OBJECTIVES

Goal 4: Maintain and Improve the Public Infrastructure

Obj. No.	Dept. Assigned	Objective Description	Completion Timeframe	Status
4.1		<u>Park and Facility Maintenance</u>		
4.1.1	Public Works	Facility Assessment Study and Master Plan	Mid-Term	
4.1.2	Public Works	Budget funds to keep buildings well maintained	On-Going	
4.2		<u>Streets and Transportation</u>		
4.2.1	Public Works	Ensure adequate funding for Pavement Management Program	On-Going	
4.3		<u>Water Systems</u>		
4.3.1	Public Works	Invest in infrastructure as it ages	On-Going	
4.3.2	Public Works	Replace Well 8	Short-Term	
4.3.3	Public Works	Complete Well 9	Long-Term	
4.3.4	Public Works	Create Water Master Plan	Short-Term	
4.3.5	Public Works	Continue to implement pipeline distribution replacement program	On-Going	
4.3.6	Public Works	Complete well transmission pipeline assessment	Long-Term	
4.4		<u>Storm Water Actions</u>		
4.4.1	Public Works	Construct future storm water treatment systems to meet mandated storm water (MS-4) quality standards	Long-Term	
4.4.2	Public Works	Support regional storm water funding solutions	On-Going	



CITY OF SIGNAL HILL FIVE-YEAR STRATEGIC PLAN GOALS AND OBJECTIVES

Goal 5: Ensure an Enhanced Quality of Life for Residents of the City

Obj. No.	Dept. Assigned	Objective Description	Completion Timeframe	Status
5.1	Admin.	Explore alternatives to fund and construct a new City library	Short-Term	
5.2	Admin.	Assist with development of properties owned by the Signal Hill Housing Authority (Meta Housing Project and Gaviota Avenue property)	Mid-Term	
5.3	Community Serv., Community Dev., Public Works and Admin.	Construct the dog park	On-Going	
5.4	Community Serv., Public Works	Construct the View Park with electronic sign	Short-Term	
5.5	Community Dev., Admin.	Improve community feelings of inclusiveness through the naming of the north-end, south-end and west-end neighborhoods.	Mid-Term	
5.6	Community Serv., Admin.	Celebrate Signal Hill's unique history	On-Going	
5.7		Develop an Employee Recruitment and Retention Program		
5.7.1	Admin.	Evaluate the attractiveness of employee compensation, work environment and employee appreciation programs.	Mid-Term	
5.7.2	Admin.	Create career opportunities/ladder (succession planning) for talent employees	Admin.	
5.7.3	Admin.	Provide career training opportunities through JPIA, League of California Cities, various professional organizations, or City-initiated training.	Mid-Term	
5.8	Admin, Community Dev., Public Works	Continue to work making Signal Hill more sustainable		
5.8.1	Public Works	Recycled water system	Long-Term	
5.8.2	Public Works	Water quality (NPDES) improvements	On-Going	
5.8.3	Public Works	Water conservation	On-Going	
5.8.4	Public Works	Energy efficiency study	Long-Term	
5.8.5	Admin.	Prepare feasibility study for homeowners' rehabilitation grant/loan program	Mid-Term	

Goal 5: Ensure an Enhanced Quality of Life for Residents of the City

Obj. No.	Dept. Assigned	Objective Description	Completion Timeframe	Status
5.8.6	Admin.	Prepare a feasibility study for senior citizens center	Mid-Term	



CITY OF SIGNAL HILL FIVE-YEAR STRATEGIC PLAN GOALS AND OBJECTIVES

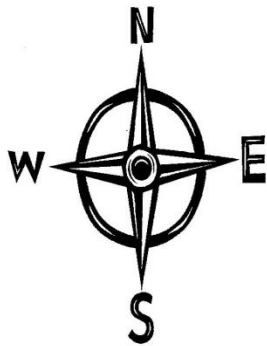
Goal 6: Promote a Transparent and Open Government

Obj. No.	Dept. Assigned	Objective Description	Completion Timeframe	Status
6.1	Admin.	Continue to advance the use of technology to improve internal and external service and communication with the community		
6.1.1	Admin.	Move towards electronic agenda management system a paperless agendas for the City Council and Commission meetings	Mid-Term	
6.1.2	Admin.	Automation and/or improvement of employee recruiting/processing / information systems	Mid-term	
6.1.3	Admin.	Improve outreach to the community through more effective use of City media sources such as SHTV, websites and social media	Mid-Term	
6.1.4	Admin.	Develop cell phone application	Mid-term	
6.2	Admin.	Provide internship to assist staff develop and implement outreach efforts	Mid-Term	
6.4	Admin.	Prepare a report addressing measures to increase voter turnout	Short-Term	
6.5	Admin.	Enhance communications with Long Beach Unified School District, Long Beach City College, California State University, Long Beach and other governmental entities	Ongoing	

Appendix A

Community Meeting Notices

**Setting the Course for
the Future.....**



**City of Signal Hill
Strategic Plan
Visioning Workshop**

Please come. Your input is important!

Workshop # 1

March 19, 2014

Topics:

Police Department
Public Works

Workshop #2

April 2, 2014

Topics:

Community Services
Community Development
Economic Development
Finance

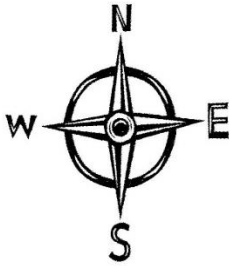


7:00 pm

**Signal Hill Community Center
1780 E. Hill Street, Signal Hill**

Questions: (562) 989-7379

Setting the Course for the Future...



City of Signal Hill
Strategic Plan
Visioning Workshop

Please come—Your input is important

Monday

September 29, 2014

7:00 pm

Residents and local business operators are encouraged to attend and help develop the City's next 5 year Strategic Plan. Attendees will participate in a S.W.O.T analysis; looking at the City's strengths, weaknesses, opportunities, and threats.



Signal Hill Community Center
1780 E. Hill Street, Signal Hill
Questions: (562) 989-7379

Appendix B

Community Meeting Participant Input

Signal Hill Community Meeting #2

Wednesday, April 2, 2014

SWOT Input

STRENGTHS	
• Police	• Forward thinking
• Parks	• Community input
• Financial Management	• Good community outreach
• Cohesive (Department coordination)	• City Views
• Good customer service <ul style="list-style-type: none">○ Accessibility○ Responsiveness	• Website
• Transparency (“we know what’s going on”)	• New library in the works
• Good staff, management	• Used RDA wisely <ul style="list-style-type: none">○ Sales tax generating
• Staff longevity	• Business friendly
• Council tenure	• Concerts in the park
• No bad press	• Police Academy
• Feeling of “Community”	• City logo
• Local media – SH Tribune	

WEAKNESSES	
• Need term limits	• Costco gas
• Council districts	• Inadequate library
• Charter vs. General Law	• Too many schools
• Low voter turnout	• Town Center “focal point/downtown” feeling/Old Town
• Cost of land development	• Lack of privacy/License plate reader/PD
• No major grocery store	• City should appreciate volunteers more/cost savings
• No drugstore, restaurants	

Signal Hill Community Meeting #2

Wednesday, April 2, 2014

SWOT Input

OPPORTUNITIES	
• More community engagement	• Expand Halloween Carnival because of popularity
• New library	• Bring back Soapbox Derby (Signal Hill Grand Prix)
• Create Town Center <ul style="list-style-type: none">○ Small business relationships	• Resurrect “Roughneck Roundup”
• Market/Pharmacy	• Better programming on local access TV
• More retail	• Go-kart track
• More entertainment/community recreation <ul style="list-style-type: none">○ Bowling alley	• Festival, parade, carnival
• More civic engagement	• Take history and grow it forward
• State of the art PD (offer to other cities for a fee)	• Police academy
• Volunteerism (re-emphasis)	• Citizen’s academy
• Baseball/soccer field	• Recycle and reclaim water
• Community Celebration/Festival/Civic Events <ul style="list-style-type: none">○ Focus on “The Hill” and oil industry○ Signature events (i.e., 90th Anniversary)○ Athletic Events (i.e., 5K run)	• Civic ID/signature event/downtown
• Regional magnet	• Way finding signage <ul style="list-style-type: none">○ Highlight oil, public art museum, hilltop
• Advertisements	• Hills – Public park
• Marketing/Banners across street	• Communications <ul style="list-style-type: none">○ Multi-lingual○ Media○ Generational○ Signal Hill Chamber
• Look at ideas with a fresh set of eyes	• Survey perceptions from people outside of City

THREATS	
• Too successful	• Not celebrating success
• Old grudges	• People’s reliance on the Internet
• Civil unrest	• Voter apathy and general apathy
• Lack of undeveloped land	• Lack of government participation
• Parking	• State of California
• Too much traffic	• Lack of money

Signal Hill Community Meeting #2

Wednesday, April 2, 2014

SWOT Input

STRENGTHS	
• Small size – nimble – “Small is good”	• Views
• Location (ride to beach, proximity to PCH and freeways)	• Parks & Recreation programming
• Air Quality	• Trails
• Reasonable business license fees	• Good staff, management
• Business friendly	• Vision of city – Planning
• Diverse businesses	• Beautiful homes on hilltop
• Local media – SH Tribune	• Number of parks
• Available land	• Hill is a <u>resource</u>
• Financial Planning & Management	• Great government
• Oil Wells – Pristine	• Good leadership
• Sense of “Community”	• Growth in retail/restaurants
• Strong tax base	• Own Water Department
• Police	• Open to development
• Safe	• Corporate support of City (EDCO, SHP, car dealers)

WEAKNESSES	
• Lack of technology at City Hall	• Shopping that reflects people who live here
• Size - surrounded by Long Beach – invisible	• Restaurants/fine dining
• Lack of funding mechanism for environmental protection/enforcement	• Council districts – need new city council
• Blight – rundown buildings/not cool – unattractive buildings not updated	• Cliques
• Measure U	• Abandoned hills (Hill Street)
• Lack of civic engagement – suspicion of gov’t – participation	• Over-use of technology
• Contentious elections/Political controversy	• No hotel
• Low voter turnout	• Understaffed/overworked Planning Dept.
• Low voter registration	• Lack of fresh/creative ideas
• No Town Center “focal point/downtown” feeling	• Not enough public/private relationships

Signal Hill Community Meeting #2

Wednesday, April 2, 2014

SWOT Input

OPPORTUNITIES	
• Museum (i.e., Smithsonian art)	• Capitalize on view
• Give people a reason to visit Signal Hill	• Monorail/people mover
• Community Celebration/Festival/Civic Events <ul style="list-style-type: none">○ Focus on “The Hill” and oil industry○ Use Hill for fundraising	• New library <ul style="list-style-type: none">○ State of the art○ Like “Starbucks”○ Rooftop garden○ Like Cerritos and San Diego
• Signature events (i.e., 90 th Anniversary, Soapbox Derby, 5K run)	• Nightlife
• Art events	• Promote identity/Signal Hill PR
• Hotels, restaurants, Retailers, bike shop	• Spaces for teenagers and adults to study together
• Downtown “Lifestyle Center”	• “Signal Hill” sign (like the “Hollywood” sign)
• “Hang out”	• Higher-end shops
• Farmer’s Market	• Contest – video to promote Signal Hill
• Recreational biking	• Signal Hill film festival
• Connectivity between different mix of land uses	• Planetarium
• Emergency/earthquake fair	

THREATS	
• Lack of money	• Cost of public safety
• Right to know voter initiative	• Competition with Long Beach
• Political climate – instability	• Cooperation with Long Beach
• Aging population	• Potential loss of sales tax due to online buying
• Amusement for kids	• Drought
• State mandates – meeting requirements	• Lack of public participation
• Earthquakes	• Ineffective use of water on public land – sustainability
• Overcrowding – Complete buildout	

Signal Hill Community Meeting #3

Monday, September 29, 2014

SWOT Input

STRENGTHS	
• Housing	• Local Chamber of Commerce
• Financially responsible	• Relatively safe
• Business friendly	• Active Parks & Rec activities for all ages
• Responsive police department	• Continuity of government (political stability)
• Unique location on "Hill"	• Stable businesses (both big boxes and small businesses)
• Accessibility to City Council	• Business friendly
• Small size (geography/population)	• Lots of oil!
• Close to freeways/transportation	• Responsible corporate citizens/sponsors (EDCO, SHP)
• City-owned water	• Great historical society
• Proximity to airport	• Responsive and dedicated City Council
• Involved community	• Traffic signals are "timed"
• Land	• Great little library
• Open space	• New police station
• Sense of community (electeds, residents, businesses)	• Mobile police station/EOC
• Proximity to L.B. activities and resources	• EDCO Recycling
• Growing	• Church – Calvary Chapel
• Community newspaper	• Trail system

WEAKNESSES	
• Not enough senior activities	• Traffic issues with L.B.
• Seniors need a hang-out	• Sirens/noise
• Lack of districts/term limits	• Traffic flow (signal cycle)
• North & South (no Council members)	• Helicopter abuse
• Cost of recreation programs vs. income	• Stark retail experience (Commercial development, architectural design)
• No drugstore	• Branding
• No grocery store (Food for Less)	• Sidewalks westside
• SH Elementary not accessible to north SH or walkable (low performing – negative impact on property values)	• Enforcement of bicycle laws
• City is invisible	• Lemon/Burnett area deteriorating
• No veterans programs	• Water quality
• Limited low income housing with disabilities	• North/south geographical divide at 405 fwy
• Business assistance	• Restaurants
• No organized activities at Discovery Well Park	• Library
• Communications (effective)	• Not bicycle friendly
• No community core	

Signal Hill Community Meeting #3

Monday, September 29, 2014

SWOT Input

OPPORTUNITIES	
<ul style="list-style-type: none"> Using technology to communicate effectively with the community (City, Chamber of Commerce, newspaper, Facebook/social media, website, etc.) 	<ul style="list-style-type: none"> Historical home tours
<ul style="list-style-type: none"> Undeveloped land – lots of opportunity 	<ul style="list-style-type: none"> Trail system connection to Cherry Avenue
<ul style="list-style-type: none"> New library 	<ul style="list-style-type: none"> Website – add section for sharing developments going on
<ul style="list-style-type: none"> Municipal art (paint oil pumps like animals) 	<ul style="list-style-type: none"> Youth sports teams – City specific/leagues
<ul style="list-style-type: none"> Historical district (Preserve/promote/develop) 	<ul style="list-style-type: none"> Electric cars
<ul style="list-style-type: none"> Dog park in the City 	<ul style="list-style-type: none"> New library – create vibrant civic center
<ul style="list-style-type: none"> “The Hill” signature event 	<ul style="list-style-type: none"> Bulletin boards – small businesses can advertise
<ul style="list-style-type: none"> Chamber office and staff (business outreach/attraction) 	<ul style="list-style-type: none"> Accessible paths between people that use the hill and commercial centers
<ul style="list-style-type: none"> Involve students at schools (sharing/connect) 	<ul style="list-style-type: none"> Pool
<ul style="list-style-type: none"> Survey resident of services & activities 	<ul style="list-style-type: none"> Communication in buses
<ul style="list-style-type: none"> Business development – vision (Economic development strategy) 	<ul style="list-style-type: none"> Hotel/boutique hotel
<ul style="list-style-type: none"> Unemployed residents with community businesses 	<ul style="list-style-type: none"> Meeting facility
<ul style="list-style-type: none"> Branding/I.D./Image (e.g. Long Beach is “Queen Mary City”) – Bike City, open space, Fresh & Easy, community center) 	<ul style="list-style-type: none"> More open space preserved with trees – north side of hill
<ul style="list-style-type: none"> City of Signal Hill website – lots of information (email distribution list, reverse 9-1-1) 	<ul style="list-style-type: none"> Info booth about Signal Hill
<ul style="list-style-type: none"> Get info on Signal Hill Tribune 	<ul style="list-style-type: none"> Better organization of City views – major events page

THREATS	
<ul style="list-style-type: none"> Technology – need to move forward 	<ul style="list-style-type: none"> Legislation that would impact sales taxes (State of California)
<ul style="list-style-type: none"> Public schools are bad 	<ul style="list-style-type: none"> Crime
<ul style="list-style-type: none"> Earthquakes – lack of preparation 	<ul style="list-style-type: none"> Trees dying...why?
<ul style="list-style-type: none"> Struggles that L.B. is having that spill over to Signal Hill 	<ul style="list-style-type: none"> Absence of RDA – develop brownfields
<ul style="list-style-type: none"> Proposition – November – Gaming 	<ul style="list-style-type: none"> Absentee landlords
<ul style="list-style-type: none"> Lack of branding 	<ul style="list-style-type: none"> Misinformation
<ul style="list-style-type: none"> Not attractive to families 	

Appendix C

Consolidated SWOT Input

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

STRENGTHS

1. Public Safety
 - a. Safe community
 - b. Good Police Department
 - c. New police station (plus mobile station/EOC)
2. Parks and Recreation
 - a. Number of parks
 - b. Programming
 - c. Concerts in the Park
 - d. Activities for all ages
3. City staff and management
 - a. Longevity
 - b. Cohesive
 - c. Responsible financial planning and management
4. City organization
 - a. Department coordination
 - b. Good customer service (Accessibility, Responsiveness)
 - c. Own Water Department
 - d. New library in the works
 - e. Website
 - f. City Logo
 - g. Used RDA wisely (Sales tax generating)
 - h. Traffic signals are timed
5. Council and Leadership
 - a. Continuity/stability
 - b. Vision of City - Planning
 - c. Great government
 - d. Good leadership
 - e. Transparency ("we know what's going on")
 - f. Good community outreach and community input (accessible)
 - g. Forward thinking
 - h. Open to development
6. Media

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

- a. No bad press
- b. Signal Hill Tribune
- 7. Community Amenities
 - a. Feeling of “Community” among elected officials, residents and businesses
 - b. Involved community
 - c. Location (proximity to beach, PCH, freeways, airport, Long Beach resources)
 - d. Small size – nimble – “Small is good”
 - e. Hill is a resource
 - f. Great Historical Society
 - g. City views
 - h. Open space
 - i. Churches (i.e., Calvary Chapel)
 - j. Trails
 - k. Air Quality
 - l. Beautiful homes on hilltop
- 8. Commercial
 - a. Business friendly
 - b. Reasonable business license fees
 - c. Stable and diverse businesses (small businesses and big boxes)
 - d. Available land
 - e. Oil Wells – Pristine
 - f. Strong tax base
 - g. Growth in retail/restaurants
 - h. Corporate support of City (EDCO, SHP, car dealers)
 - i. Local Chamber of Commerce

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

WEAKNESSES

1. Social and Political
 - a. Need new City Council
 - b. Need term limits
 - c. Need Council districts
 - d. 405 Freeway North/South geographical divide (Council representation)
 - e. Contentious elections/Political controversy
 - f. Lack of civic engagement – suspicion of gov't – participation
 - g. Charter vs. General Law
 - h. Low voter registration
 - i. Low voter turnout
 - j. Measure U
 - k. Cliques
 - l. Lack of fresh/creative ideas
2. City Organization and Programs
 - a. Lack of effective communication from City to residents
 - b. Lack of technology at City Hall
 - c. City does not have a branding/image program
 - d. Understaffed/overworked Planning Dept.
 - e. Inadequate library
 - f. City should appreciate volunteers more/cost savings
 - g. Lack of funding mechanism for environmental protection/enforcement
 - h. Not enough senior citizen activities (seniors need a place to hang out)
 - i. Cost of recreation programs vs. income
 - j. No veterans programs
 - k. No organized activities at Discovery Well Park
 - l. Poor water quality
3. Public Safety/Traffic/Invasion of privacy
 - a. Not bicycle friendly (enforce bicycle laws)
 - b. Sirens/noise
 - c. Helicopter abuse
 - d. Traffic flow (signal cycle)
 - e. Traffic issues with Long Beach

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

- f. License plate reader/PD
 - g. Over-use of technology
- 4. Community
 - a. Size - surrounded by Long Beach – invisible
 - b. Blight – rundown buildings/not cool – unattractive buildings not updated
 - c. Limited affordable housing for people with disabilities
 - d. Abandoned hills (Hill Street)
 - e. No Town Center “focal point/downtown” feeling (community core)
 - f. Status of westside sidewalks
 - g. Lemon/Burnett area deteriorating
- 5. Education
 - a. Too many schools
 - b. SH Elementary not accessible to north SH residents or walkable (low performing, negative impact on property values)
- 6. Commercial
 - a. Cost of land development
 - b. Not enough public/private relationships (business assistance)
 - c. Stark retail experience (commercial development, architectural design)
 - d. Shopping that reflects people who live here
 - e. No major grocery store
 - f. No drugstore
 - g. No hotel
 - h. Restaurants/fine dining
 - i. Costco gas

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

OPPORTUNITIES

1. Social and Political
 - a. More community/civic engagement
 - b. Volunteerism (re-emphasis)
 - c. Look at ideas with a fresh set of eyes
 - d. Involve students at schools (sharing/connect)
2. Public Programs and Facilities
 - a. New library (State of the art, like “Starbucks”, rooftop garden, like Cerritos and San Diego)
 - b. Baseball/soccer field
 - c. Community meeting facility
 - d. City pool
 - e. Dog park
 - f. City-specific youth sports teams/leagues
 - g. Hills – Public park
 - h. Expand Halloween Carnival because of popularity
 - i. Recycle and reclaim water
 - j. State of the art PD (offer to other cities for a fee)
 - k. Police academy
 - l. Citizen’s police academy
 - m. Emergency/earthquake fair
 - n. Better programming on local access TV
 - o. Contest – video to promote Signal Hill
3. Community Celebration/Festival/Civic Events
 - a. Focus on “The Hill” and oil industry
 - b. Use Hill for fundraising
 - c. Signature events (i.e., 90th Anniversary, festival, parade, carnival)
 - d. Athletic Events (i.e., 5K run)
 - e. Resurrect “Roughneck Roundup
 - f. Bring back Soapbox Derby (Signal Hill Grand Prix)
 - g. Signal Hill film festival
 - h. Art events
 - i. Farmer’s Market

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

- j. Historical home tour
- 4. Communications
 - a. Use technology to communicate with the community (City, Chamber of Commerce, newspaper, Facebook/social media, website, etc.)
 - b. Multi-lingual
 - c. City information kiosks around town
 - d. Better organization of City Views (major events page)
 - e. Add “current developments” to City’s website
 - f. Media (get info into Signal Hill Tribune)
 - g. Generational
 - h. Survey residents about City services and activities
- 5. Promotion
 - a. Branding/I.D./Image (like L.B. promotes itself as “Queen Mary City”) – Bike City, open space
 - b. Give people a reason to visit Signal Hill (Promote identity)
 - c. Take history and grow it forward
 - d. “Signal Hill” sign (like the “Hollywood” sign)
 - e. Capitalize on view
 - f. Highlight oil, public art museum, hilltop
 - g. Advertisements
 - h. Marketing/Banners across street
 - i. Survey perceptions from people outside of City
 - j. Utilize information/ads on buses
- 6. Commercial
 - a. Lots of undeveloped land available
 - b. Signal Hill Chamber of Commerce office and staff (Communication and business outreach/attraction)
 - c. Business development vision (Economic Development Plan)
 - d. Match unemployed residents to local businesses
 - e. Regional magnet
 - f. Connectivity between different mix of land uses
 - g. Market/Pharmacy
 - h. More retail
 - i. Higher-end shops

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

- j. Hotels, restaurants, bike shop
- 7. Create Town Center
 - a. Small business relationships
 - b. Downtown “Lifestyle Center”
- 8. Community Amenities
 - a. Way finding signage
 - b. Historical District (Preserve/promote/develop)
 - c. More entertainment/community recreation
 - d. Bowling alley
 - e. Go-kart track
 - f. Monorail/people mover
 - g. Promote electric car use
 - h. Nightlife
 - i. Spaces for teenagers and adults to study together
 - j. Planetarium
 - k. Museum (i.e., Smithsonian art)
 - l. Municipal art (paint oil pumps like animals)
 - m. Promote recreational biking
 - n. Establish accessible paths between people that use the Hill and commercial centers
 - o. Trail system connection to Cherry Avenue
 - p. More open space on north side of Hill preserved with trees

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

THREATS

1. Social and Political
 - a. Voter apathy and general apathy
 - b. Lack of government participation
 - c. Lack of public participation
 - d. Right to know voter initiative
 - e. Crime
 - f. Civil unrest
 - g. Political climate – instability
 - h. Old grudges
 - i. State of California (Mandates, meeting requirements, sales tax changes, November gaming initiative)
 - j. Lack of money
 - k. City not attractive to families
 - l. Public schools are bad
 - m. Aging population
 - n. Potential for more absentee landlords
2. City and Environment
 - a. Too successful
 - b. Not celebrating success
 - c. Long Beach (Competition, no cooperation, problems spill over to Signal Hill)
 - d. Failure to address image (branding)
 - e. Misinformation
 - f. Overcrowding – Complete build out
 - g. Cost of public safety
 - h. Lack of parking
 - i. Lack of undeveloped land
 - j. Lack of amusement for kids
 - k. Too much traffic
 - l. Earthquakes hazard
 - m. Drought
 - n. Trees dying – Why?
 - o. Ineffective use of water on public land – sustainability

Signal Hill Community Meetings 1, 2 and 3 Consolidated SWOT Input

- p. Elimination of Redevelopment (inability to address Brownfields)
- 3. Technology
 - a. Need to move forward
 - b. People's reliance on the Internet
 - c. Potential loss of sales tax due to online buying

Appendix D

List of Stakeholder Interviews

City of Signal Hill, California
Five-Year Strategic Plan
List of Stakeholder Interviews

Mike Noll	City Council
Larry Forester	City Council
Ed Wilson	City Council
Lori Woods	City Council
Tina Hansen	City Council
Dave Aleshire	City Attorney
Ken Farfsing	City Manager
Charlie Honeycutt	Deputy City Manager
Elise McCaleb	Economic Development Manager
Michael Langston	Police Chief
Chris Nunley	Police Captain
Pilar Alcivar-McCoy	Community Services Director
Aly Mancini	Community Services Manager
Steve Myrter	Public Works Director
Rick Olsen	Deputy Public Works Director
Terri Marsh	Administrative Services Director
Scott Charney	Community Development Director
Gary Dudley	Parks and Recreation Commissioner
Terry Rogers	President, Signal Hill Area Chamber of Commerce
Dave Slater	COO/Executive Vice President- Signal Hill Petroleum
Sean McDaniel	Vice President - Signal Hill Petroleum
Neena Strichart	Publisher/Editor in Chief - Signal Tribune
Al Warot	Oversight Board
Brad Willingham	Auto dealer
Carol Churchill	Citizen
Matt Simons	Citizen
Maria Harris	Citizen



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

June 2, 2015

AGENDA ITEM

**TO: HONORABLE MAYOR
AND MEMBERS OF THE CITY COUNCIL**

**FROM: KENNETH C. FARFSING
CITY MANAGER**

SUBJECT: 2015-2019 STRATEGIC PLAN

Summary:

On April 21, 2015, Bill Kelly, President/CEO of Kelly Associates Management Group presented the draft 2015-2019 Strategic Plan. Additional comments were received from the public and City Council. The City Council will consider adding new objectives and adoption of the Strategic Plan.

Recommendations:

1. Provide direction on new objectives to add to the Strategic Plan as outlined on Attachment "B".
2. Adopt the 2015-2019 City of Signal Hill Strategic Plan as amended.

Fiscal Impact:

There is no direct fiscal impact to the adoption of the Strategic Plan, however, with the approval of this plan, the goals and specific tasks outlined in the plan will be integrated into budget for the next five years.

Background:

Kelly Associates Management Group (KAMG), was hired to update the City's 2006-2011 Strategic Plan in 2013. A series of meetings were held with the City Council Members, City Attorney, Department Directors, members of the Signal Hill Chamber of

Commerce, individual community members, and members representing Signal Hill Community First. Bill Kelly, the President/CEO of KAMG met with these groups to obtain their input on the Strengths, Weaknesses, Opportunities, and Threats facing the City of Signal Hill in the next five-year period.

Three workshops were held with the community at large to obtain input. The workshops were advertised in the Signal Tribune, Facebook, City Views, and bulletin boards at City Hall, the Library, and Reservoir Park. An announcement and flyers were also distributed to the Signal Hill Area Chamber of Commerce at a monthly luncheon. The Police Department also notified the community through the use of Nixle. In all, 84 community members participated in providing input for the Strategic Plan.

Based upon the input obtained from the community and further discussion and refinement by the City Manager and Department Directors, six goals (previously referred to as objectives) were outlined for the City's Five-Year Strategic Plan (see Attachment "A") . The proposed Goals are as follows:

Goal 1: Ensure Long Term Fiscal Stability;

Goal 2: Ensure Public Safety is a High Priority;

Goal 3: Promote a Strong Local Economic Base;

Goal 4: Maintain the Public Infrastructure;

Goal 5: Ensure an Enhanced Quality of Life for the Residents of the City; and

Goal 6: Promote a Transparent and Open Government.

For each goal, there are objectives outlined as well as a timeframe for completing the objectives. The objectives were separated into four timeframes for completion:

ST- Short Term 1 Year or Less

MT – Mid Term 1 to 3 Years

LT – Long Term 3 or More Years

OG – On Going

Analysis:

Mr. Kelly led a Strategic Plan workshop on April 21, 2015 to present the proposed goals, objectives, and timeframes for the Five-Year Strategic Plan and provide the Council and community with a final opportunity to comment on the Plan. During the workshop, the Council and public sought clarifications on certain objectives proposed in

the Strategic Plan and suggested specific items be incorporated as Strategic Plan objectives. Some of the suggested objectives were already incorporated into the Plan. The suggested objectives that were not in the Plan are listed below and require a majority vote of the City Council to be added to the Strategic Plan. Staff has summarized the clarifications and suggested objectives with responses in more detail on Attachment "B".

Suggested New Objectives

1. Prepare a feasibility study for a homeowners' rehabilitation grant/loan program
2. Form an independent audit committee
3. Prepare a report addressing measures to increase voter turnout
4. Create a Legacy Reserve Fund to continue economic development efforts
5. Prepare a feasibility study for a senior citizens center
6. Enhance communications with Long Beach Unified School District, Long Beach City College, California State University, City of Long Beach, and other governmental entities
7. Directly elected Mayor

Once a decision has been made on the suggested new objectives, staff recommends adopting the 2015-2019 City of Signal Hill Strategic Plan as amended.

Prepared by:

Elise McCaleb, Economic Development Manager

April 5



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

April 19, 2016

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: MINUTES

Summary:

Attached for your review and approval are the minutes of last month's regular meeting.

Recommendation:

Approve.

**A REGULAR MEETING OF THE CITY OF SIGNAL HILL
PLANNING COMMISSION
March 15, 2016
7:00 P.M.**

CALL TO ORDER

Vice-Chair Austin called the meeting to order at 7:00 p.m.

ROLL CALL

The Commission Secretary conducted roll call.

Present: Vice-Chair Devon Austin
Commissioner Tom Benson
Commissioner Rose Richárd
Commissioner Shannon Murphy

Excused Absence: Chair Jane Fallon

Staff present:

- 1) Community Development Director Scott Charney
- 2) Senior Planner Colleen Doan
- 3) Associate Planner Selena Alanis
- 4) Administrative Assistant Sarah Tsao
- 5) Assistant City Attorney Gina Chung
- 6) Senior Engineering Technician Anthony Caraveo
- 7) Community Services Director Aly Mancini
- 8) Economic Development Manager Elise McCaleb

In addition, there were 19 people in attendance.

PLEDGE OF ALLEGIANCE

Members of Camp Fire Long Beach led the audience in reciting the Pledge of Allegiance.

PUBLIC BUSINESS FROM THE FLOOR

There was no public business from the floor.

PRESENTATION

The members of Camp Fire Long Beach introduced themselves and Vice-Chair Austin presented a Certificate in Recognition of Camp Fire Long Beach's 106th Birthday.

PUBLIC WORKSHOP

(1) The Courtyard Residential Development of 10 Condominiums and a New Specific Plan

Commissioner Richárd recused herself and took a seat as a member of the audience due to a potential conflict as she resides within 500 feet of the proposed project site. Senior Engineering Technician Anthony Caraveo also recused himself for the same reason.

Community Development Director Scott Charney read the form of notice and gave an introduction, and Associate Planner Selena Alanis gave the staff report.

Vice-Chair Austin opened the public workshop.

The following members of the public spoke regarding the project:

- 1) Brad Hillgren, High Rhodes Property Group project applicant, gave an introduction on the revised plans and spoke about a few constraints of the project site such as the oil wells and the topography of the project site. Mr. Hillgren stated that the objective is to build a high quality project with a lower density.
- 2) Mark Ferdi, High Rhodes Property Group project applicant, thanked the City staff and the residents for the continued input. Mr. Ferdi provided an overview of the changes to the plans since the last public workshop, addressing concerns such as privacy, sunlight, views and property value.

Commissioner Benson asked about the height of the two adjacent condominium complexes, Hillbrook and Temple View. Mr. Ferdi added that the Temple View ground level is approximately 17 feet higher than the proposed north side building.

- 3) Dameon Booker, resident of 1903 Temple Avenue #325, commented on loss of sunrise view and loss of direct sunlight for his unit. Mr. Booker suggested the applicant to build elsewhere or compensate the impacted residents for their loss in property value.
- 4) Patrick Faecke, resident of 1957 Temple Avenue #201, stated the revised plan will still block his view by one to two feet. Mr. Faecke suggested flat roofs and reduction in height. Mr. Faecke asked for clarification on the proposed building height, whether it is 32.5 feet or 31.5 feet before the 1 foot grading reduction.
- 5) Miruna Babatie, resident of 1957 Temple Avenue #202, asked how the building height will be certified. Staff responded that the building height is required to be certified by an engineer and the issuance of a Certificate of Occupancy is contingent upon meeting the certified building height. If changes are made after the Planning Commission approval, those changes

are to be brought back to the Planning Commission for review and properly noticed for the public to comment.

- 6) David Fukumoto, resident of 1903 Temple Avenue #125, compared the differences between his shadow study and that of the applicant's. Mr. Fukumoto stated that his unit will be under shadow year-round and that a decrease in his property value is projected due to privacy and shadow issues.

Mr. Fukumoto opposed the proposed 32.5 feet building height and asked the applicant to follow the Residential High Density (RH) standards of 25 feet height limit, he also questioned the position of the story poles.

Mr. Fukumoto believed that the only reason the applicant is building 10 units instead of 12 is because of the oil well restriction.

- 7) Mike Noll, resident of 1995 Molino Avenue, expressed appreciation of the effort from both parties to improve the project. However, Mr. Noll stated that there has been over six complaints from the residents about overgrown weeds and trash on the parkway of the proposed site. Mr. Hillgren answered the parkway of the project site will be cleaned and landscaped.
- 8) Alin Chitanu, resident of 1957 Temple Avenue #104, asked for clarification on the proposed building height and suggested the applicant to change the design of the roofs to flat roofs. Mr. Chitanu also suggested extension of the roof to minimize noise.

Commissioner Benson discussed the rise in property value resulted from previous development and explained the role of the Planning Commission.

Mr. Ferdi clarified that structures can be built on top of the oil wells, but High Rhodes Property Group elected not to do so from the very beginning.

Mr. Ferdi clarified that the placement and height of the story poles were certified and placed where the peaks of the structures are. Mr. Ferdi advised that the building height will not exceed the proposed building height and can possibly be lowered in the future.

Mr. Ferdi disagreed with the shadow study provided by Mr. Fukumoto, stating that the shadow study was not fully accurate.

Commissioner Murphy asked about the setbacks. Mr. Ferdi answered Commissioner Murphy's question.

There being no further public testimony, Vice-Chair Austin closed the public workshop.

Vice-Chair Austin asked for clarification of the building heights. Staff responded a narrative of the changes and building heights will be prepared.

The Commission commented on the project and public concerns and spoke in favor of moving the project forward.

The Commission instructed staff to work with the applicant regarding a few alternatives to the plans and to prepare the project for a public hearing.

Commissioner Richárd and Senior Engineering Technician Anthony Caraveo returned to the dais.

PUBLIC HEARINGS

(2) Tentative Parcel Map 74159 to Create Two Parcels for Finance and Conveyance Purposes

Community Development Director Scott Charney read the form of notice and Associate Planner Selena Alanis gave the staff report.

Vice-Chair Austin opened the public hearing.

There being no public testimony, Vice-Chair Austin closed the public hearing.

It was moved by Commissioner Murphy and seconded by Commissioner Richárd to waive further reading and adopt the resolution.

Assistant City Attorney read the title of Resolution No. 777-03-16:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP 74159, A REQUEST TO SUBDIVIDE A 3.18-ACRE SITE LOCATED AT THE NORTHEAST CORNER OF WALNUT AVENUE AND CRESCENT HEIGHTS STREET INTO TWO PARCELS FOR FINANCE AND CONVEYANCE PURPOSES

The following vote resulted:

AYES: VICE-CHAIR AUSTIN; COMMISSIONERS BENSON, MURPHY AND RICHÁRD

NOES: NONE

ABSENT: CHAIR FALLON

ABSTAIN: NONE

Motion carried 4/0.

(3) General Plan Amendment 16-01 Amending the Generalized Land Use Map and Zoning Ordinance Amendment 16-01 Amending the Official Zoning Map and Open Space and Public Institutional Use Classifications

Community Development Director Scott Charney read the form of notice and Associate Planner Selena Alanis gave the staff report.

Michael Schrock, Partner of Urban Arena, gave an overview of the dog park design plans.

Commissioner Richárd inquired about the hours of operation. Aly Mancini, Community Services Director, answered the hours are from dawn to dusk and the dog park is intended for use during the daylight hours.

Commissioner Murphy asked about the maintenance and cleaning procedure on the synthetic turf. Elise McCaleb, Economic Development Manager, responded sprinkler system will be in place and cleaning crew will be scheduled on a regular basis.

Commissioner Benson asked about the temperature of the synthetic turf. Mr. Schrock responded that the sprinklers could help reduce the temperature.

Commissioner Benson asked if a waste contamination measure for the dog park is needed. Staff advised that the mitigated measure will ensure a plan is prepared to meet the State requirements before construction of the park.

Vice-Chair Austin opened the public hearing.

The following members of the public spoke regarding the project:

- 1) Ashley Schaffer, Signal Hill Petroleum, thanked the staff, Planning Commission and City Council.
- 2) Ken Maness, owner of 12-acre land adjacent to the park, stated he was not notified of the meeting and that he is the property owner of the building designated for emergency supplies and has been the owner for 25 years.

Economic Development Manager Elise McCaleb answered that the City Attorney is working with Mr. Maness' legal counsel to resolve the matter.

There being no further public testimony, Vice-Chair Austin closed the public hearing.

It was moved by Commissioner Benson and seconded by Commissioner Murphy to waive further reading and adopt the following resolution:

Assistant City Attorney read the title of Resolution No. 778-03-16:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL ADOPTION OF MITIGATED NEGATIVE DECLARATION 03/04/16(1), RELATIVE TO GENERAL PLAN AMENDMENT 16-01 AND ZONING ORDINANCE AMENDMENT 16-01 ASSOCIATED WITH THE FUTURE CONSTRUCTION OF A CITY DOG PARK

It was moved by Commissioner Benson and seconded by Commissioner Richárd to waive further reading and adopt the following resolutions:

Assistant City Attorney read the title of Resolution No. 779-03-16:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT 16-01 AMENDING THE GENERALIZED LAND USE MAP BY RECLASSIFYING AN APPROXIMATE 1.5-ACRE PARCEL AT 3100 CALIFORNIA AVENUE FROM "3.2, COMMERCIAL GENERAL" TO "OS, OPEN SPACE" AND "PI, PUBLIC INSTITUTIONAL"

Assistant City Attorney read the title of Resolution No. 780-03-16:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF ZONING ORDINANCE AMENDMENT 16-01 AMENDING THE OFFICIAL ZONING MAP TO CHANGE A 1.5-ACRE PARCEL AT 3100 CALIFORNIA AVENUE FROM "SP-4, AUTO CENTER SPECIFIC PLAN" TO "OS, OPEN SPACE" AND "PI, PUBLIC INSTITUTIONAL" AND ADDING PUBLIC DOG PARK AS A PERMITTED USE WITHIN THE OPEN SPACE ZONING DISTRICT AND OUTDOOR ADVERTISING STRUCTURE AS A CONDITIONALLY PERMITTED USE WITHIN THE PUBLIC INSTITUTIONAL ZONING DISTRICT

The following vote resulted:

AYES: VICE-CHAIR AUSTIN; COMMISSIONERS BENSON, MURPHY AND RICHÁRD

NOES: NONE

ABSENT: CHAIR FALLON

ABSTAIN: NONE

Motion carried 4/0.

COMMUNITY DEVELOPMENT DIRECTOR REPORT

(4) 2015 General Plan Annual Progress Report

Community Development Director Scott Charney gave the staff report.

Staff advised the Commission that the City Council has reviewed and authorized submittal of the 2015 General Plan Annual Progress Report to the Governor's Office of Planning and Research and the State Department of Housing and Community Development.

Commission thanked the staff for their work and continuous effort throughout the year.

CONSENT CALENDAR

It was moved by Commissioner Benson and seconded by Commissioner Murphy to receive and file Consent Calendar Item Nos. 5 to 8.

The motion carried 4/0.

COMMISSION NEW BUSINESS

Commissioner Benson gave a few suggestions on the new tablets used by Commissioners at the meeting. Staff will follow-up.

Commissioner Benson commented on the Microsoft Office training opportunities provided by the Finance Director.

Commissioner Benson mentioned the Signal Hill Rotary joined partnership with the City to provide volunteers for the Brown Bag Program and that the Rotary also installed 33 Jessie Nelson Academy students as the auxiliary youth organization, Interact Club.

Commissioner Murphy commented on the Costco gas station. Staff advised that Wells Fargo is working on plans to relocate the ATM.

Vice-Chair Austin noted that Tutti Frutti location has not been very clean lately. Staff will look into this matter.

Vice-Chair Austin announced a Poly High School fundraising event at Applebee's.

ADJOURNMENT

It was moved by Commissioner Benson and seconded by Commissioner Richard to adjourn to the next regular meeting of the Planning Commission to be held on Tuesday, April 19, 2016, at 7:00 p.m., in the Council Chamber of City Hall, 2175 Cherry Avenue, Signal Hill, CA, 90755.

The motion carried 4/0.

Vice-Chair Austin adjourned the meeting at 9:37 p.m.

Chair

Attest:

Scott Charney
Commission Secretary

April 6



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

April 19, 2016

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
DIRECTOR OF COMMUNITY DEVELOPMENT**

SUBJECT: CITY COUNCIL FOLLOW-UP

Summary:

Below for your review is a brief summary on the City Council's actions from the previous month.

Recommendation:

Receive and file.

Background and Analysis:

- 1) At the March 22, 2016 City Council meeting, there were no Community Development Department items.
- 2) At the April 12, 2016 City Council meeting:
 - The Community Development Department provided a report on the 2015 Green City Annual Progress Report and gave highlights of sustainable achievements made in the previous calendar year.
 - The City Council approved the Lease Agreement for the Auto Center Freeway Sign between the City of Signal Hill and the Signal Hill Auto Center Association by a vote of 5/0.

April 7



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

April 19, 2016

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: DEVELOPMENT STATUS REPORT

Summary:

Attached for your review is the monthly Development Status Report which highlights current projects.

Recommendation:

Receive and file.

Commercial-Industrial

1

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Commercial-Industrial

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	<u>REVIEW</u>			<u>SPDR/CUP</u>			<u>CTL</u>			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
1460 E. 28 th	Tenant improvement for a commercial kitchen for pickling business Applicant: Proper's Pickle	Administrative Review	✓	N/A	N/A	In process						1 st plan check comments returned to applicant on 11/5/15. Building permit for MEPs ready for issuance pending structural plans and Industrial Waste Permit (3/16). JH/SA
3280 Industry Drive	Tenant Improvement for rehearsal studio Owner: Courtney Dubar	Administrative Review	✓	N/A	N/A	Building permit issued 12/11/15			N/A			Permit issued after work had begun. Progress continues (2/16). Studio improvements are complete and the bldg. electrical upgrade is in process (4/16). JH/CTD
3355 Olive Avenue	Proposal for new 6,290 sf building: 3,991 sf warehouse and 2,299 sf office building Applicant: Roger Vititow	Administrative Review 15-05	✓	N/A	N/A	Building permit issued 12/30/15			6/22/17			Grading permit issued and in process. Storm water system installed (11/15). Building permit issued 12/30/15. Construction started 1/12/16. Block walls completed and framing is in process (4/16). JH/SA

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Commercial-Industrial

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW			SPDR/CUP			CTL			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
2355 Walnut Avenue	Proposal for new 10,000 sf warehouse and office building. Applicant: Roger Vititow	Administrative Review	Required	N/A	N/A	Required						Preliminary plans submitted for planning and building review (1/16). SA
3201-3225 Pacific Coast Highway	Tentative Parcel Map to subdivide an existing 1.8-acre lot into two lots Applicant: William Suh	71592, extension granted	N/A	11/08/11	N/A	11/8/13	11/8/14	11/8/15	N/A			3 rd ext granted per State law. TPM valid until 11/8/15. State has continued automatic extensions under the economic hardship policy. A storage room was constructed without a permit. Permit issued (1/16). Storage room finaled (2/16). CTD
2200 E. Willow St.	Amendment to CUP 13-01 to extend the gas station hours of operation from 5 am to 10 pm seven days a week Applicant: Costco Wholesale	Amendment to CUP	N/A	7/15/15	Required							Community meeting held (2/15). Planning Commission public hearing on 7/14/15. Applicant is working with staff to create a plan to address on-site circulation issues (12/15). Director's Report regarding trash receptacles for the CUP to be provided to the Commission on 4/19/16. SA

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Commercial-Industrial

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW			SPDR/CUP			CTL			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
845 E. Willow St. 2H Construction	A 18,994 sf medical/office building Applicant: 2H Construction	SPDR 13-02	N/A	07/09/13	N/A	Building permit issued for TI 11/4/15			4/27/17			Conformity Report went to the Planning Commission on 12/09/14. Ext of building complete. Building permit issued for Kaiser TI. TI work has begun (12/15). Framing and drywall completed. MEPs in progress. Construction is expected to finish by June 2016 (4/16). JH
2953 Obispo Ave. Futsal Indoor Soccer	A request to allow indoor soccer as a conditionally permitted use in the City. Applicant: Mike Biddle	ZOA CUP	N/A	Required	Required							Deposit submitted to begin coordination of workshops w/HOAs (7/14). Applicant has requested to temporarily postpone request (12/14). Applicant intends to proceed with CUP request but no application has been submitted to date. Staff has requested a submittal schedule but none has been received (4/16). CTD

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Commercial-Industrial

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW			SPDR/CUP			CTL			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
3100 California Ave. Auto Center Freeway Sign	Refurbishment of existing Auto Center Freeway Sign to change the colors and update electronic message center display (Amendment to CUP 93-02) Applicant: Yesco Signs LLC	CUP 16-01	N/A	Required	Required							Application and preliminary plans have been submitted for review (3/16). Planning Commission Public Hearing scheduled for 4/19/16. SA
751 E. Spring St. Bloom Energy/Home Depot	A request to install fuel energy cell equipment at the Home Depot in Gateway Center Applicant: James Mathews/Bloom Energy	Administrative Review	N/A						N/A			Permit issued, energy cell installed, replacement landscape installed. Inspection for completion of paint for exterior conduit complete and permit finaled (4/16). CTD/JH
2450 Cherry Ave. Bloom Energy/Home Depot	A request to install fuel energy cell equipment at the Home Depot in TCE Applicant: James Mathews/Bloom Energy	Administrative Review	N/A						N/A			Plans submitted for Planning and Building review (3/16). Building permit issued on 3/30/16. CTD/JH

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Commercial-Industrial

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW			SPDR/CUP			CTL			<u>Status</u>
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2421 Palm Dr. Tahitian Gold Co.	A request to make interior and exterior improvements to install equipment for a Vanilla Bean processing company Applicant: Manuata Martin	Administrative Review	N/A						N/A			Plans approved and permit issued to begin interior improvements. Replacement landscape plan is pending (3/16). TI work has begun (4/16). CTD/JH
3201 California Ave. SHP Inc.	A conceptual plan for retail development on the site, abandoned well leak testing and WAR review Applicant: SHP Inc.	Administrative Review	N/A						N/A			Conceptual plans have been submitted for review. Methane leak tests completed and approved. Three Well Abandonment Reports (WARs) have been approved (4/16). CTD/JH
1400 Spring St. City of SH Successor Agency	In preparation future auto related development two WARs have been submitted for review Applicant: City Successor Agency	Administrative Review	N/A						N/A			Methane leak tests have been submitted and approved. Two WARs have been submitted and have been reviewed. Statement of intent is pending approval of the WARs (4/16). CTD/JH

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Commercial-Industrial

Business Licenses and Permit Summary

- Planning Department staff reviewed and approved 8 business licenses.
- Building Department staff issued 26 permits including 4 residential solar permits. The valuation of the projects is approximately \$563,189 with permit revenues at \$5,942.

Training/Forums

- Administrative Assistant attended a “Dealing Successfully with Customers” workshop on 3/24/16.
- Community Development Director attended the Mayor’s Regional Summit to Combat Homelessness on 3/31/16.
- Community Development Director attended the National American Planning Association conference in Phoenix, Arizona April 2-5, 2016.

Current Projects

- Dog Park Zoning Ordinance Amendment 16-01 and General Plan Amendment 16-01 tentatively scheduled for City Council in May 2016.
- Auto Center Zoning Ordinance Amendment 16-02 to Planning Commission for review on April 19, 2016.

Ongoing / Upcoming Projects

- Vacant Parcel Ordinance.
- Oil Well Inspections.
- Conduct annual Adult Oriented Business Inspections.

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Wireless Communication Facilities

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	<u>REVIEW</u>			<u>SPDR</u>			<u>CTL</u>			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
2411 Skyline Dr.	<p>A request to add 2 new Tower Dishes and 3 Antennas, to the Cell Tower as allowed by CUP 99-05 (Cal. Internet).</p> <p>A request to add structural modifications was reviewed by City consultants and approval is pending payment of the developer deposit and an estimate of the structural to equipment capacity for the CUP allowed equipment additions (Crown Castle).</p> <p>A request to add 10 Micro Wave dishes is incomplete pending an updated equipment audit and compliance with the Master Operating Agreement (MOP) with Long Beach.</p> <p>Applicant: Crown Castle</p>	Administrative to add equipment allowed under CUP 99-05	✓	N/A	N/A	Building permit issued 2/5/16						<p>Updated equipment/tenant audit was received.</p> <p>Plans approved for Cal Internet additional equipment as allowed under the CUP. A request to add tower shoring is pending and will require an amendment to the CUP (1/16).</p> <p>Building permit issued for additional equipment on 2/5/16 and structural modification on 2/25/16 and work has begun (4/16).</p> <p>CTD/JH</p>

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**


Wireless Communication Facilities

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	<u>REVIEW</u>			<u>SPDR</u>			<u>CTL</u>			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
1855 Coronado rooftop facility	Six 6' high panel, 9 RRUs antennas, new hybrid cables and larger screen boxes screen the equipment Applicant: Core Dev.	Administrative to modify CUP 08-03	Under Review	N/A	N/A	Under Review						A permit for the previous plans was never pulled. New preliminary plans have been submitted for staff review (4/16). SA
3275 E. Grant Street	3 new antennas, 3 new RRH units. Applicant: Sprint	Administrative to modify CUP 10-04	✓	N/A	N/A	Permit ready for issuance						Plans ready for permit issuance (7/15). Reminder notice sent to applicant (1/16). SA
2525 Cherry Avenue	Removing and replacing the 3 existing antennas Applicant: Core Dev. for Sprint	Administrative to modify CUP 02-01	✓	N/A	N/A							Plans approved on 1/26/16 and reminder sent to applicant for permit issuance (3/16). SA
2550 Orange Avenue	3 new RRHs on monopalm Applicant: Core Dev. for Sprint	Administrative to modify CUP 04-02	✓	N/A	N/A							Plans approved on 1/26/16 and reminder sent to applicant for permit issuance (3/16). SA

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Wireless Communication Facilities

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW			SPDR			CTL			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
3200 Willow Street	Replacement of 6 existing panels with 6 new 8' panels and new fiber box Applicant: PlanCom for Verizon	Administrative to modify 95-02	✓	N/A	N/A							Plans approved on 1/27/16 and reminder sent to applicant for permit issuance (3/16). SA

Residential

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Residential

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	<u>REVIEW</u>			<u>SPDR</u>			<u>CTL</u>			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
2477 Gaviota Ave.	Rehabilitation of the existing single-family dwelling and a new 2-car garage Applicant: Rama Singhal	Administrative Review (SPDR 15-03)	✓	N/A	N/A	Building Permit Issued 7/15/15			7/15/16			Demolition for the rehabilitation has started (8/15). Framing for new garage completed (9/15). Foundation repair completed (11/15). Framing completed and windows installed (3/16). Siding installed (4/16). SA/JH
2518 Willow St.	New front entry electronic gate w/stone veneer pilasters, update guard shack Applicant: Willow Ridge Homeowners Association	Administrative Review	✓	N/A	N/A	Permit Ready for Issuance						Plans are ready for permit issuance (8/15). 4 th reminder sent to applicant (3/16). JH/SA
2451 Avis Court	200 sf addition of one bedroom and bathroom Applicant: M/M Lopez	Administrative Review	✓	N/A	N/A	Building Permit Issued 10/5/15						Foundation and methane barrier completed (11/15). Framing, sheath and sheer wall completed (12/15). Lath and stucco completed (3/16). Exterior finish pending (4/16). SA/JH

Residential

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Residential

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW			SPDR			CTL			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
3347 Brayton Ave.	Remodel of the front SFD to include a 271 sf addition and new 1-car garage on the first floor and a 731 sf second story addition Applicant: Reginald McNulty	SPDR 15-02	N/A	4/14/15	N/A	4/14/16	9/14/16					Site Plan & Design Review valid until 4/14/16. SPDR 1 st extension granted to 9/14/16. Grading plans ready for issuance (3/16). Plans are ready for permit issuance (4/16). SA
1995 St. Louis Ave.	Demolish existing dwelling and garage and construct a two story 3,187 sf SFD with attached 3-car garage Applicant: Seth Sor for Kimberly and Phat Ly	SPDR 15-04	N/A	8/11/15	N/A	8/12/16			9/28/16 (Demo)			Building plans are approved. Issuance pending completing all COAs (1/16). Met with applicant to discuss the demolition and methane assessment work plan (1/16). Landscape plan check approved (3/16). Demolition permit pulled on 4/1/16. SA/JH

**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Residential

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW			SPDR			CTL			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
2260 Walnut Ave.	A proposal for a new two story 1,894 sf SFD with attached 2-car garage on a vacant lot Applicant: Santana Investors	SPDR	N/A	Required	N/A							Leak test passed, vent cone was not installed (2/15). Well survey and access exhibit approved (9/15). Applicant has submitted story pole plans for staff review and a Planning Commission workshop. Datum line cross sections have been submitted for review (4/16). CTD
2085 Freeman Ave.	A proposal for a new two story 4,050 sf SFD with attached 3-car garage on a vacant lot and alley vacation Applicant: RPP Architects	SPDR 16-01	N/A	Approved 1/19/16	N/A	1/20/17						SPDR approved 1/19/16. Alley vacation was approved by City Council at 3/8/16 meeting. SA

Residential

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Residential

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**City of Signal Hill
Community Development Department
Development Status Report
April 19, 2016**

Residential

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW			SPDR			CTL			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
2599 Pacific Coast Highway	<p>Residential SP-10</p> <p>1st concept plan had 14 attached units</p> <p>2nd concept plan had 12 attached units</p> <p>3rd concept plan had 10 detached units</p> <p>4th concept plan has 9 units</p> <p>Applicant: Mike Afiuny</p>	<p>Preliminary review</p> <p>PC Workshop 8/14/12</p> <p>PC Workshop 9/9/14</p> <p>SPDR</p>	N/A	Required	Required							<p>Staff met w/owner who reported unsuccessful lot consolidation out-reach effort (9/12).</p> <p>Revised design (10 detached units) more closely met the intent of SP-10. Access and guest parking revised (6/14).</p> <p>Commission requested design changes. Applicant's revised conceptual plans (9 units) were previewed and met most of the standards. Some buildings still exceed height limit and view policy outreach is pending.</p> <p>Condominium map and story pole plan have been submitted and review is underway for a ZOA and SPDR. The view analysis request letter was sent April 1, 2016 however, the story pole installation was delayed so a second letter extending the viewing period was sent 4/14/2016. Story poles are being installed (4/16).</p> <p>CTD</p>

Residential

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April 8



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

April 19, 2016

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: IN THE NEWS

Summary:

Articles compiled by staff that may be of interest to the Commission include:

- Hurdles to Multigenerational Living: Kitchens and Visible Second Entrances
- Storage Units, Now With Space to Cook, Relax and Entertain
- A Transportation Bill, At Last
- Sign of the Times
- Tiny Houses: Niche or Noteworthy?
- Planning with Large Institutions
- Using Planning Data Wisely
- Zoning with Stipulations

Recommendation:

Receive and file.

THE WALL STREET JOURNAL.

U.S.

Hurdles to Multigenerational Living: Kitchens and Visible Second Entrances

Local restrictions limit possibilities for tailoring homes to meet needs of adult children, aging parents



Connie Atchley had sought to build a home in Oregon that would be suitable for her parents and adult daughter, but she ran into hurdles in her first two towns before settling in Monmouth, Ore. Here, Ms. Atchley, holding dog, her wife, Jodi Russell, at top of stairs, and her mother, Joan Wilson, at their shared home. *PHOTO: LEAH NASH FOR THE WALL STREET JOURNAL*

By Chris Kirkham

Updated March 14, 2016 1:31 p.m. ET

For the past five years, home builder Jon Girod has noticed a surge in inquiries from buyers wanting to bring their extended families together on the same property to save money.

He said he gives them a standard disclaimer: Most local governments won't approve a second kitchen for adults living in separate guest suites. That means no stoves or ovens—only hot plates or microwaves.

The warning scares off many buyers, he said, but experienced ones know that once they move in it is easy to reconfigure the space without drawing attention from local planning officials.

“It’s a cat-and-mouse game,” said Mr. Girod, owner of Quail Homes in Vancouver, Wash. “Quite frankly, the rules are outdated for today’s society.”

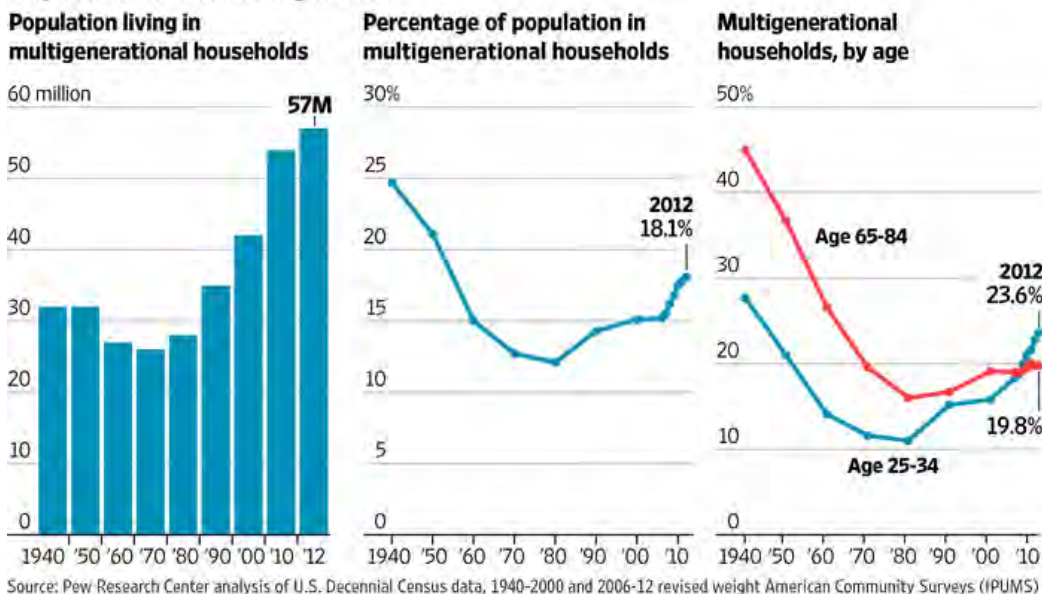
A growing number of Americans are living in a household with multiple adult generations as baby boomers look to support older parents as well as boomerang children struggling with student debt and a tough job market. The rub: There is a shortage of homes designed for multigenerational living arrangements.

In all, more than 18% of the U.S. population lives in a multigenerational household, according to a 2014 Pew Research Center study, up from about 15% in 2000. Multigenerational households are defined as those that include at least two adult generations or with a skipped generation such as a grandchild living with a grandparent.

The figures likely would be greater, experts said, if not for the labyrinth of local zoning rules designed to prevent the spread of attached apartments or Airbnb-style room rentals in settings dominated by traditional single-family homes. Local restrictions can run the gamut, from prohibitions on stoves and ovens to steep fees for separate utility hookups.

Under One Roof

Americans are increasingly living in households with multiple adult generations, such as elderly parents, baby boomers and boomerang children.



THE WALL STREET JOURNAL.

The restrictions have prompted some builders to offer scaled-down kitchens and dream up alternative names for the forbidden amenities buyers crave. New Home Co. of Aliso Viejo, Calif., calls second kitchens “service bars.” Woodley Architectural Group, based in the Denver area, refers to them as “convenience centers,” while Lennar Corp. calls them “eat-in kitchenettes.”

Despite the workarounds and euphemisms, it can be difficult for families to find workable living arrangements for multiple generations.

Connie Atchley and her wife tried to build a home suitable for three generations—the couple plus Ms. Atchley’s adult daughter and her fiancé, as well as Ms. Atchley’s parents. Ms. Atchley’s goal was to keep everyone together but comfortably apart. Her parents had lived in a separate house, but as they aged she wanted them close by in case of accidents.

Still, separate cooking areas were a must, in part because Ms. Atchley is on a strict gluten-free diet but the rest of her family isn’t. “Cooking is a piece of your independence, like driving,” she said.

Ms. Atchley said she tried two different Oregon towns before getting approval for two kitchens in the city of Monmouth in 2014. All three of the house’s units can be closed off or left completely open.



Katelyn Atchley chats with her grandfather, Ralph Wilson, in his unit of their multigenerational home in Monmouth, Ore. *PHOTO: LEAH NASH FOR THE WALL STREET JOURNAL*

Eric Olsen, who built the home, said he has missed out on potential sales in recent years because of local code restrictions.

“The rules in place make it so you can’t maximize the potential of figuring out the best solution for a home buyer,” said Mr. Olsen, president of Olsen Design & Development Inc.

Some of the nation’s largest home builders, particularly Lennar, have made multigenerational housing a key part of their marketing campaigns.

But mindful of municipalities’ regulations, companies often take the path of least resistance when designing such homes. Most of Lennar’s homes come with a scaled-down kitchenette for the second

unit featuring a convection oven, hot plate or microwave, along with a refrigerator, dishwasher and sink, said Lennar Regional President Jeff Roos, who pioneered the company’s “NextGen” design in Arizona five years ago.

Cities also have asked the company to reconfigure the entrances to second units, Mr. Roos said. Some, such as Glendale, Ariz., asked Lennar to design the houses with only one front entry door, to appear similar to surrounding homes. (The entry to the second unit is inside the home.) Other towns, such as Oro Valley, Ariz., allow second exterior entrances, but they can’t be visible from the street.

“When they were writing the codes, [towns] didn’t really anticipate this,” Mr. Roos said. “Some are proactive right off the bat, and super supportive. And some are still scratching their heads.”

In cities with stricter codes involving second kitchens, officials said they want to distinguish between homes designed for families and those that could be used as rentals. In Gilbert, Ariz., southeast of

Phoenix, the town allows “guest quarters” in single-family neighborhoods, as long as there isn’t a second oven or stove.

Homes with a full second kitchen are permitted, but the second units are considered to be potential rentals, requiring separate water and sewer hookup fees that can cost up to \$15,000. “We draw the line on what is considered to be a second dwelling unit, and what is considered part of a home,” said Linda Edwards, planning manager for the town of Gilbert.

Even slight tweaks in designs can prompt vastly different reactions from local officials. South of Denver, the master-planned community of Sterling Ranch will feature two multigenerational housing designs as part of a 20-year development plan—one with everyone living under one roof and one that features a separate guest house on the lot with full amenities including a stove.



While some Oregon towns weren’t open to allowing two kitchens for multigenerational living, Connie Atchley won approval in Monmouth, Ore. *PHOTO: LEAH NASH FOR THE WALL STREET JOURNAL*

As part of the zoning plan for the development, each of the guest houses will be considered a separate unit under building codes, requiring an additional \$40,000 fee to pay for the infrastructure, said Jim Yates, president of Sterling Ranch Development Co., the site’s master developer. The additional permitting costs will likely limit the number of such designs in the community, said Mr. Yates.

In Davis, Calif., a university town where rents are rising amid a housing crunch, officials have taken the opposite approach. At a new mixed-use development called The Cannery, the city is promoting homes with detached guest units as both an option for multigenerational families and an affordable housing solution.

Davis’s assistant city manager, Mike Webb, said there will be no restrictions on buyers who want to rent out the units to supplement their income, and no additional fees for the second units. Last year the city finalized plans that allow existing homeowners to build guest houses on their properties as a way to increase the housing supply for either renters or family members.

Other towns have reconsidered restrictions after seeing the multigenerational designs firsthand. City officials in Buckeye, Ariz., outside of Phoenix, initially allowed only a kitchenette when Lennar proposed plans in 2014.

But after further discussion, they questioned whether the homes were any different than much larger custom homes in town where two full kitchens were allowed, said Stephen Cleveland, Buckeye’s city manager. Because the homes were under one roof, had one electrical meter and one address, the city concluded two kitchens were fine.

“We need to be responsive to changes in the market, changes in what people want,” Mr. Cleveland said, “so that their quality of life is maximized.”

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Storage Units, Now With Space to Cook, Relax and Entertain

Traditional industrial park-style storage facilities are giving way to customized spaces with kitchens, reclaimed wood and stylish seating areas.



Luxurious storage options for everything from art collections to clothing to cars are popping up across the country.
PHOTO: MATTHEW GILSON FOR THE WALL STREET JOURNAL

By
Candace Jackson
March 3, 2016 12:42 p.m. ET

Gourmet kitchens. Indoor basketball courts. The newest place for luxury amenities isn't at your home: It is in your storage unit.

As the top end of the real-estate market boomed in many cities, a [parallel market for high-end storage](#) appeared as well. Fort Lauderdale, Fla.'s RoboVault, which offers a biometric fingerprint-access security system and an automated robotic parking section, says revenues are up 80% since 2013. In California, Garage Unlimited of Monterey is targeting car collectors with its 46 units, each with a

mezzanine. The units went on the market in August asking as much as \$626,000 for 2,700-square-foot spaces.

Far from the traditional [industrial park-style facilities](#), these upscale alternatives can boast outdoor spaces, windows, decks overlooking ponds and trees, or lounges for socializing. Inside, climate-controlled rooms have the infrastructure to be customized with kitchens, bathrooms and other homelike amenities, so owners can relax and entertain guests while hanging with their stuff.

Shane Garrison, a 46-year-old executive at a commercial real-estate company, purchased a 3,000-square-foot storage unit in Iron Gate Motor Condos in Naperville, Ill., last May, spending roughly \$400,000 to buy and build out the three-story space. He added an indoor basketball court, kitchen, car lift, two bathrooms and arcade games. Mr. Garrison also worked with an architect to design his place with a 30-foot-high reclaimed barn wood wall, polished concrete floors and an iron staircase. There is even a deck for outdoor grilling.

The idea was to build a place where his wife and their 7-year-old and 5-year-old children could hang out with him while he tinkered with his cars, a diverse collection he rotates through the space that includes a 1978 Porsche 930 and a Chevrolet Chevelle. “If you’re a car guy, you’d like somewhere to put them, and then you think about that and your family,” he says. “You don’t want it to be binary where you’re just there and the kids are at home.”

For others, it’s more about creating the [ultimate man cave](#). “While everyone checks their egos at the door, these guys really one up each other as far as finishing out their man caves,” says Mark Karolich, a Naperville, Ill. accountant who keeps four of his Porsches in his Iron Gate unit. Purchased for \$134,000 and finished for another \$50,000 to \$60,000, it includes a reclaimed wood wall, a mural of the Breckenridge Gate, a kitchenette and a stone-tile bathroom.

Tom Burgess, the developer of Iron Gate, says he opened the facility in 2014 and is currently constructing the fifth of 12 planned buildings. Prices for raw spaces start at \$129,000, and go up to about \$450,000.

Developers say the [luxury storage boom](#) in some urban areas has been partly prompted by more affluent homeowners moving into smaller homes in [dense, walkable neighborhoods](#)—and giving up the generous garage and closet space of suburbia. “People are making their lives simpler,” says James Murray, whose Calgary-based project the Vaults is pitching two-level storage spaces with 24-foot ceilings for prices ranging between \$245,000 to \$484,000. They “don’t have the space to store those vehicles or the luxury RV.”

That was also the thinking behind the storage at the Fitzroy, a 14-unit condo building under construction along the High Line in New York’s Chelsea neighborhood. The building will include customizable climate-controlled storage rooms as large as 220 square feet, with 12½ foot ceilings, on the amenity floor. Developers are pitching them as “hobby rooms” with renderings that show the spaces customized with stylish seating areas or recording or art studios that also include storage. There is one allocated for every condo unit, which average around 3,000 square feet in size and are priced between \$5.2 million to \$20 million.

Another draw for some storage owners is the ability to create something entirely their own. “This is probably the one place in terms of a residence or a place of ownership where a guy can actually decide what the fittings are going to be,” says Bruno Silikowski, who developed AutoMotorPlex in Chanhassen, Minn.

AutoMotorPlex has 146 “decorator-ready” units, including 11 that come with underground wine cellars. Mr. Silikowski says original prices ranged from \$150,000 to \$400,000 but many buyers have purchased multiple units and combined them, with a couple spending above \$1 million including finishes. The facility is sold out, with a wait list, and Mr. Silikowski estimates that resales have appreciated anywhere between 40% to 100% since opening. He’s currently working on expanding the concept with a second location in the Twin Cities and several more nationwide.

Mike Karch, who works in security systems, has a collection of about 35 cars, including several crime fighting-themed vehicles like a replica of the Scooby-Doo Mystery Machine van and a Batmobile autographed by Adam West, who played Batman in the 1960s TV series.

Designed in a vintage Mobil gas station theme, Mr. Karch’s AutoMotorPlex unit, purchased for \$180,000 about four years ago, stores seven cars and has a large kitchen from which he and his wife regularly host dinner parties. A couple months ago he purchased a second unit right next door, priced at \$220,000, which he is now in the midst of combining with his original unit to get more entertaining space and additional storage for six more cars.

Both AutoMotorPlex and Iron Gate position themselves almost as country clubs for collectors, giving enthusiasts the chance to bond over their hobbies. After storing his car collection in a typical “bare bones” storage facility, Michael Blum, an attorney at a medical device company, purchased a 2,240-square-foot car condo at AutoMotorPlex and spent roughly six months finishing the space in a sleekly modern, colorful style. It now includes a big-screen TV, a laundry room and several cars.

“I was looking for a more social experience with club programming where you would have an opportunity to meet other owners,” he says. He now attends regular events like the monthly Cars and Coffee gathering, drive-in movies, charity events and the semiregular “cave crawls” where owners open their condos to visitors. His storage space also came in handy professionally: He practiced law out of the space for about a year while working remotely.

On the other end of the spectrum are facilities that offer white-glove pickup and delivery, so customers never have to visit the storage facility at all. Leslie Modell, a real-estate agent in New York, stores about 50 to 75 pieces of off-season clothing at Garde Robe, a luxury textile-storage company. For \$350 month the company stores a “rack” of about 50 garments, 10 pairs of shoes and a large box for accessories like handbags and belts—and delivers items locally on demand.

Doug Greenberg, the co-owner of Garde Robe, says the company employs graduates from top fashion schools. “It’s like having a personal assistant who is totally knowledgeable about garment care,” he says. Based in New York, the company added a Florida office three years ago and opened another facility in San Diego in 2010. Last year, they added an Australian location.

Ebaa Alawaji, who lives in New York but also splits her time between Greenwich, Conn., Paris and Saudi Arabia, uses Garde Robe to store her furs, off-season clothing and designer gowns. She can use her iPad to keep track of her pieces, each of which Garde Robe professionally photographs, and order up to three items with 90-minute guaranteed delivery in New York when she needs them. Once, she requested several items to be delivered to Paris and the company, for the cost of travel expenses, had someone fly them over personally.

Ms. Alawaji, who works in fashion, says she has [lots of closet space at home](#), but likes that in addition to storing her clothes the service takes good care of them, repairing her boots and cleaning garments before they're returned to her.

"If there's a stain I never paid attention to, they'll fix it," she says.

Write to Candace Jackson at candace.jackson@wsj.com



Under the newly signed federal transportation bill, bus funding received an 89 percent boost over the five-year life of the bill.

A TRANSPORTATION BILL, AT LAST

WHEN PRESIDENT OBAMA SIGNED the Fixing America's Surface Transportation Act into law on December 4, just hours before federal transportation funding authority would have expired, reactions ranged from relief to exasperation. It's the first long-term transportation funding bill passed since 2005. For planners, the law's effects go beyond funding to who has what say in how the money will be spent.

FAST authorizes \$305 billion in transportation spending through 2020: about \$230 billion for roads and highways, \$61 billion for transit, \$10 billion for passenger rail, and \$5 billion for highway safety programs. It doesn't appropriate those funds; such bills remain potential hostages to congressional politicking.

Rather than raising the 18.4 cents-per-gallon federal gasoline tax (unchanged since 1993), FAST instead taps \$75 billion from general revenue, and customs fees, sales of oil from the Strategic Petroleum Reserve, and the privatization of some IRS tax collections. This means the notion of a true user-funded trust fund for transportation is dead, wrote Transportation for America's communications director Stephen Lee Davis in a blog post. How or whether the funding will add up to the bill's \$300 billion price, especially if gas taxes continue to decline, is a question mark. FAST commits \$61 billion annually.

Overall, the legislation is a mixed bag. FAST allows city and metropolitan planners to set their own street design standards for local federally funded projects in which the city is the lead agency instead of having to obey state planners' standards, as long as the street design manual being used is approved by the Federal Highway Administration.

Transit-oriented developments remain eligible for TIFIA (Transportation Infrastructure Finance and Innovation Act) and RRIF (Railroad Rehabilitation & Improvement Financing) funding. Federal grants for TOD planning are also retained. On the other hand, while the

eligibility threshold for TIFIA financing falls from \$50 million to \$10 million, funding drops from \$1 billion to between \$200 million and \$250 million. The law also cuts the federal share of "New Starts" transit projects from 80 percent to 60 percent and doesn't have language that reauthorizes the TIGER (Transportation Investment Generating Economic Recovery) grant program.

"I guess it's the best you can expect in a very divided Congress, so good for them," says Whit Blanton, FAICP, executive director of the Pinellas Planning Council in Clearwater, Florida, and a member of APA's Legislative and Policy Committee.

While a long-term transportation bill is a now-met APA goal, Blanton says, "I think in five years we're going to have a deeper hole to climb out of because the gas tax is still the primary way of funding."

Even though it's status quo, fellow committee member Susan Wood, AICP, a planning project manager at Denver's Regional

FUNDING AUTHORIZATIONS

	FY 2015 (PRE-FAST ACT)	FY 2016 (POST-FAST ACT)	FY 2017	FY 2018	FY 2019	FY 2020	FIVE-YEAR TOTAL
HIGHWAYS	\$41 billion	\$43 billion	\$44 billion	\$45 billion	\$46 billion	\$47 billion	\$225 billion
TRANSIT	\$10.7 billion	\$11.8 billion	\$12.2 billion	\$12.2 billion	\$12.4 billion	\$12.6 billion	\$61 billion
PASSENGER RAIL	\$1.5 billion	\$1.7 billion	\$1.9 billion	\$2 billion	\$2.3 billion	\$2.5 billion	\$10 billion

SOURCE: ENO CENTER FOR TRANSPORTATION

Transportation District, says the five-year transportation plan “is really huge, because that didn’t even look forthcoming six months ago.”

Certainty and dependability for funding is important, especially for RTD, which has an elected board comprised of 15 members from districts across eight counties, Wood says. “If the board feels there’s a greater certainty that federal money will come, they might be more inclined to go with that project.”

FAST increases transit funding 18 percent over five years while offering tools for local governments to increase walkability

and bicycling, says Wood “That’s something that’s a real nod to multimodal.”

Blanton says the law’s 50–50 spending splits between state and metropolitan transportation agencies mean plans will have to be more concise about funding, community support, and meeting benchmarks like performance-based outcomes. Planners now “have to do a much better job of aligning our resources.”

“While it’s not going to cover every need, it’s going to force us to plan more carefully,” Blanton says.

—Jon Davis

Davis is a freelance journalist in Chicago.

CONGRESS INVESTS IN PLANNING PRIORITIES

AS PART OF ITS YEAR-END RUSH OF LEGISLATION, in December Congress passed a \$1.1 trillion omnibus spending package that avoided another government shutdown, set federal government funding levels for FY 2016, and addressed a number of expired or expiring tax provisions.

For the most part, the legislation represents positive investment levels for a number of programs that support local communities. Higher baseline funding for 2016 was part of a budget agreement reached earlier last fall.

The bill’s key planning-related provisions include the popular TIGER program, which has been funded for a new round of grants at \$500 million. A number of U.S. Department of Housing and Urban Development programs received increased funding as well. The Community Development Block Grant program is level-funded at \$3 billion, an increase of \$200 million above President Obama’s FY 2016 request of \$2.8 billion, and the Choice Neighborhoods grant program will see a substantial boost in spending to \$125 million. Choice Neighborhoods will also continue to have a set-aside for planning grants, which will receive \$5 million in FY 2016. The HOME program avoided the dramatic cuts; funding will actually rise by \$50 million to \$950 million. The Housing Trust Fund is also preserved.

The spending deal extended the New Markets Tax Credit for five years (2015–2019) at its current level of \$3.5 billion annually and made it retroactive to the beginning of 2015. The nine percent minimum rate for the Low Income Housing Tax Credit for new construction and substantial rehabilitation was also made permanent.

Lastly, the legislation extends the authorization for the Land and Water Conservation Fund by three years, with no changes to the current program. Authorization had expired on September 30. For the current fiscal year, LWCF funding is increased approximately 47 percent in 2016 to \$450 million. The State Assistance program will receive \$110 million, a 24 percent share of the total program and the highest level for State Assistance since FY 2002. In addition, \$12 million is set aside for a competitive urban parks grant program.

The completion of work on the 2016 spending package sets the stage for Congress to begin work on the FY 2017 budget this spring.

—Jason Jordan

Jordan is APA’s policy director.

Two years and \$143 million in repairs later, Bertha is back online in Seattle. The four-million-pound tunneling machine recently resumed drilling after breaking down in December 2013. Though the drill is still in the “testing phase” following repairs, project leaders are optimistic. Barring additional delays, tunneling is scheduled to be completed in January 2017, with the tunnel opening to traffic in spring 2018.

Chicago’s \$32 million bus rapid transit system, Loop Link, launched in December. With dedicated bus-only lanes and limited stops for six downtown lines, the goal of the new BRT corridor was to provide an express route across the Loop. The city projected it would double rush-hour bus speeds (which currently stand at three miles per hour), but critics say so far it is falling short of the mark.

A Utah legislative commission has voted to move forward with a \$14 million lawsuit seeking control over public lands within the state. It follows decades of debate and a 2012 state law that unsuccessfully demanded the transfer of 31 million acres of federal lands—nearly half of the state—into state control by the end of 2014.

Auto, tech, and ride-share companies are joining forces to bring self-driving cars to a road near you. With the new year came announcements of partnerships between Ford and Google, GM and Lyft, and Volvo and Nvidia, as well as rumors of potential collaboration between Tesla and Uber.



This innocuous-looking sign took the town of Gilbert and Good News Community Church all the way to the Supreme Court.

Sign of the Times

The Supreme Court weighed in on signs last summer, but for planners those regulations are always on the docket. By Bridget Mintz Testa

IMAGINE A TOWN or a city without signs. Visitors would have no way of knowing where they were. In even a moderate-sized town, much less a bustling city, no one could find their way to a destination. Businesses and organizations couldn't advertise their locations, products, or services. ¶Without signs, towns and cities would be mute. Signs are necessary to commerce, wayfinding, culture, the arts—all aspects of modern life. ¶Yet signs can cause problems, too. They can be too bright, too big, too distracting. That's where sign ordinances come in: They aim to regulate signs in ways that are acceptable to both sign owners and viewers. ¶Gilbert, Arizona, learned that local efforts to create workable sign ordinances don't always succeed. But they often do, as shown by examples from Columbus, Ohio, and Tucson, Arizona.

Temporary sign, permanent consequences

In 2007, when Gilbert, Arizona—home to 240,000 people—first defended itself against a lawsuit pertaining to a temporary sign, it's safe to assume that nobody involved ever dreamed that the case would make it all the way to the U.S. Supreme Court. But after Gilbert won several times in lower courts, it finally lost the case last June in the country's highest court.

The Court ruled that the town's sign ordinance regulating temporary directional signs was based on content. And that, the justices ruled unanimously, is a clear violation of freedom of speech. (See "Sign Regulation Just Got More Complicated," October 2015: tinyurl.com/ztwdydr.)

Clyde Reed, pastor of the Good News Presbyterian Church (usually referred to as Good News Community Church), brought the lawsuit. The church had no permanent facility, so members met in various town locations. Gilbert's sign ordinance allowed temporary directional signs for nonprofit events, such as the church's meetings, to be posted 12 hours prior to a meeting. They had to be removed an hour or two after the event. Such temporary signs could not be placed in a road right-of-way, and the size limit was six square feet.

However, according to Michael Hamblin, attorney for the town, political signs, governed by both a state law and an identical town ordinance, could be up to 32 square feet in size. They could remain in a road right-of-way for 60 days prior to an election and up to 15 days postelection. Home owners associations could also erect signs on weekends on nearby farmland to provide directions to new developments.

After receiving citations for posting signs a day ahead of services, Reed sued the town. The basis of the suit was that the sign ordinance was a content-based regulation and thus violated the First Amendment's guarantee of freedom of speech, according to Sigrid Asmundson, a lawyer in Best, Best & Krieger's Municipal Law practice group in Sacramento.

"Signs are subject to 'strict scrutiny'—the highest kind of scrutiny," she says. "Under strict scrutiny, a sign ordinance must further

a compelling government interest and must be narrowly tailored to that interest.”

The town argued that its compelling government interests for the ordinance were preserving the town’s aesthetics and ensuring traffic safety. The Supreme Court dismissed these arguments. Hamblin is now reviewing and amending Gilbert’s entire sign code. Once Hamblin completes his work, the amended code will go to the planning commission and then the town council for approval.

“This was a case of benign regulation—the town was trying to describe a sign category, and it’s difficult to do that without mentioning the sign’s content because they describe events,” says Daniel R. Mandelker, Stamper Professor of Law at the Washington University School of Law in St. Louis. Despite such benign intent, “the gist of the [Supreme Court] ruling is that signs that regulate content are not acceptable,” he says.

The ruling puts “almost every sign ordinance in the country under threat today,” Mandelker adds. “The ruling makes it difficult to make distinctions between different types of signs, such as political and message types. Sign regulations have always made distinctions between on-premise and off-premise types, commercial and noncommercial types. Now even these distinctions could be attacked by the sign industry. Many ordinances define signs by what they say, as with real estate and construction signs. [A company] can challenge billboard provisions and then as part of the suit, challenge other parts of the ordinance. It could get part of the ordinance thrown out and then possibly all of the ordinance.”

In short, Mandelker says: “Expect litigation about signs.”

Cursing brightness

In Columbus, Ohio, people were complaining about off-premise, brightly-lit signs with changing copy, also known as electronic message centers. “The signs created distractions because of their brightness and the speed of the change of messages,” says Lisa Russell, a planner who works on zoning code development for the city. “Most of the complaints involved on-premise signs facing streets,” she says. Russell cited an auto dealership EMC facing an intersection as an example of the type of sign they were dealing with. “The image flashed, the copy changed and scrolled, and it was very bright,” she says. “Other signs were visible from the freeways, and freeway drivers complained.”

In 2009 and 2010, off-premise signs like billboards had dwell times for messages, but on-premise signs didn’t. In 2011, the department of building and zoning began holding meetings with staff and representatives of the sign industry to discuss changes to the city’s graphics code. “City officials had asked that the issue be addressed,” Russell says.

Initially, the plan was to work through the entire graphics code. The code was so long, and the list of recommended changes was so extensive, that “we decided to limit the changes to automatic changeable copy,” Russell says. Even so, the meeting group “didn’t want to write a code that couldn’t be enforced,” she adds. “So before finalizing the code and the method, we knew we should test it ourselves.”

The stakeholder group included a community group representative who was also an architect who focused on lighting, a member of the International Sign Association, a sign manufacturer, and others with technical lighting knowledge. “The sign industry stakeholders did fieldwork with us,” Russell says. “They showed the planners and code enforcement how to measure brightness.”

Two methods were examined: lumens and foot-candles. The foot-candle method was chosen “because it better corresponded to human vision, was preferred by industry, was more accurate and was more affordable,” she says.

It was also much more feasible, for a couple of reasons. The lumen method required the measurement device to be at eye level in front of a sign—difficult to do in the case of an actual complaint lodged about a sign surrounded by an eight-foot chain-link fence. The foot-candle method didn’t require that.

The foot-candle method also allowed sign brightness to be compared to ambient light as if the sign illumination was off, even when it was on. This was achieved by blocking the sign when ambient light measurements were taken. And once the measurements were taken, sign owners could easily adjust a sign’s brightness.

Even after the sign industry stakeholders showed the planners and code enforcement how to measure brightness with the foot-candle method, the building and zoning department wanted to make sure they could perform the measurements without help. “We went out by ourselves without the sign industry rep to make sure we could do it ourselves,” Russell says.

Why go to so much trouble when the sign owner could just be asked to turn the sign off? “Complaints are anonymous,” she says. “Following a complaint, if the test shows the sign is not too bright, then the case is simply closed. If the sign is too bright, then the sign owner is notified.”

The foot-candle measuring device was purchased for approximately \$150, versus a cost of roughly \$2,000 for a lumen meter.

And after 18 months of code development work, Columbus changed its code to include the foot-candle measuring technique. The new brightness and automatic copy limits include an eight-second hold time on images, a brightness limit of 0.3 foot-candles above ambient light for static images, instantaneous transitions from one static display to another,

and automatic dimming technology that keeps the brightness within the 0.3 foot-candle limit.

"Complaints have gone down," Russell says. "Code enforcement has used the measuring technique twice since the ordinance was approved on July 29, 2014."

Neon city

Back in the 1950s, the diving girl neon sign alerted weary travelers in downtown Tucson to the Pueblo Hotel and its welcoming rooms, apartments, "refrigerated air," and swimming pool. By the 2000s, the diving girl, clad in a green two-piece bathing suit with white polka dots, was in bad shape. The diving girl was just one of many neon signs, icons of mid-century Tucson, that welcomed tourists.

The 21st century owner of the old Pueblo Hotel, the Piccarreta Davis law firm, spent a half million dollars renovating the building. The firm also wanted to adaptively reuse the diving girl sign for its historic significance and aesthetics.

But the diving girl broke too many rules to get an adaptive reuse permit, according to "Tucson's Historic Landmark Sign Ordinance," a 2012 article in APA's Urban Design and Historic Preservation newsletter written by James Carpentier, AICP, manager of state and local government affairs with the International Sign Association. He wrote that she was located in a right-of-way; exceeded the maximum height of 12 feet; failed to meet the required setback; was a pole sign in a pedestrian area where such signs were forbidden; and couldn't become a ground sign because they weren't allowed either. If the sign was taken down for repairs, it could not be put back up. "Denying the permit helped to set about a process that led to a lengthy discussion about the iconic images of the city's past, and whether they were worth preserving," Carpentier wrote. That process led the city to develop a Historic Landmark Sign Code designed to preserve such irreplaceable old signs.

The process began in 2009, with a call for a committee to come up with code to allow signs like the diving girl to be preserved. "The committee was made up of property owners, preservationists, and property managers," says Glenn Moyer, AICP, Tucson's sign code administrator. "The preservationists were interested in more than just signs, and the property owners and managers saw an opportunity to get better use out of their properties."

The community's perception of these large old signs in states of disrepair had evolved from "eyesores" to "historic treasures" that contributed to the unique visual character of the city," says Jonathan Mabry, the city's historic preservation officer. But many of them were "dead signs," advertising businesses that were no longer there, and the sign code did not allow current businesses to put their names on them. Mabry pointed out to the committee that,

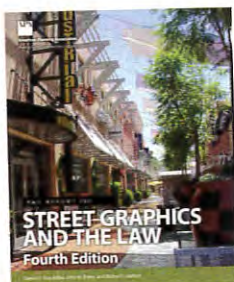


The iconic diving girl sign on the old Pueblo Hotel in Tucson has been restored and retrofitted to include the name of the law firm that now owns the building.





The chubby chef on the sign above Caruso's, a family-owned restaurant in Tucson since 1938, shines again thanks to the city's ordinance allowing restoration of historic neon signs. A grant from the Fourth Avenue Merchants Association helped pay for repairs.



CHANGEABLE ELECTRONIC MESSAGE DISPLAYS (below) make it easier to rotate among a series of related messages, such as this one pondering questions of modern art. From *Street Graphics and the Law, Fourth Edition* (PAS 580, 2015) by Daniel R. Mandelker, John M. Baker, and Richard Crawford. Available at tinyurl.com/h4xw5nk.

if these signs are considered to have historic value and viewed through the lens of national historic preservation standards for how buildings can be updated, minor alterations should be allowed to adapt them to advertise current businesses.

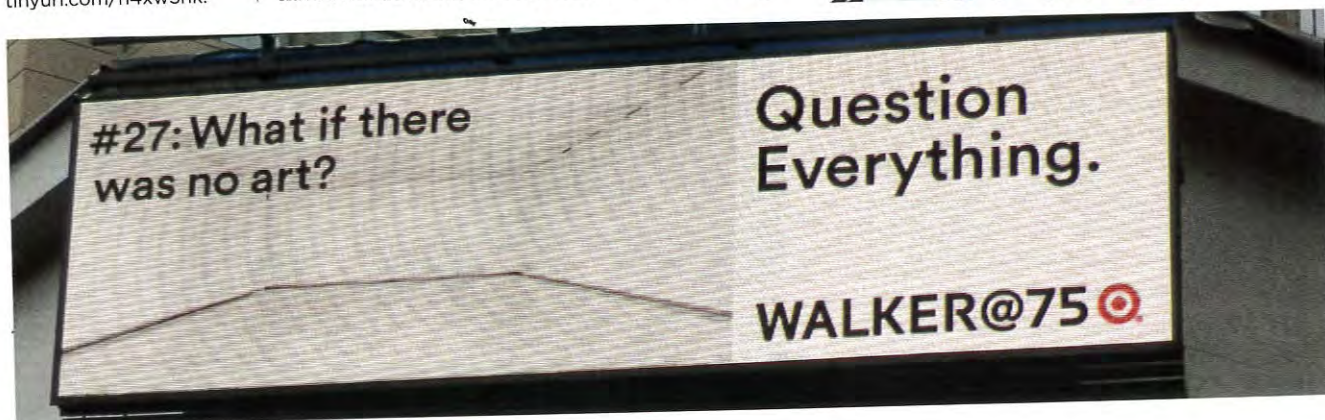
A subcommittee was also formed to develop a new historic sign code. "After 24 public meetings with the ad hoc subcommittee and others," the city council unanimously approved the Historic Landmark Sign code in June 2011, wrote Carpentier.

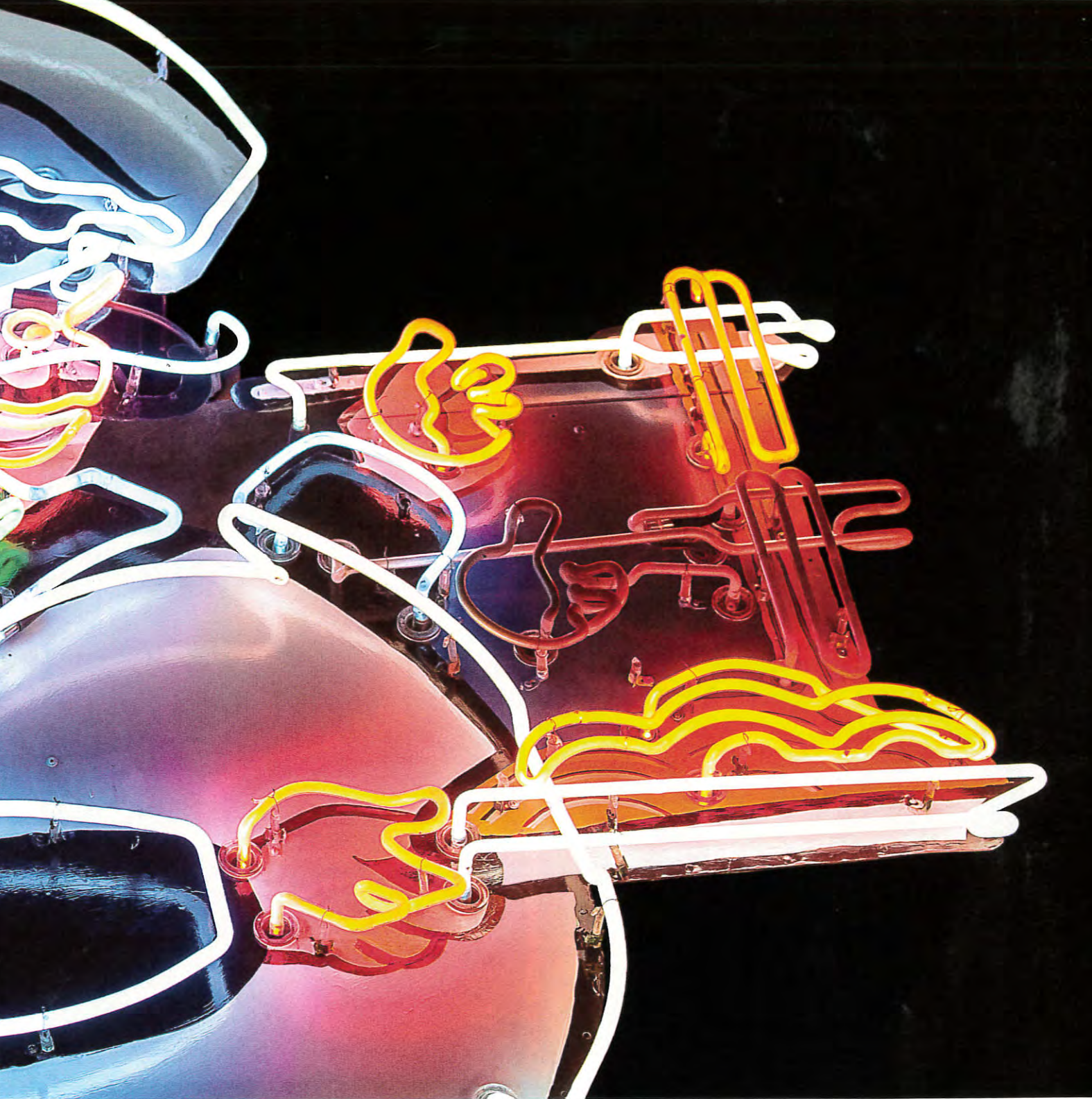
The code states that its explicit purpose is, in part, "to provide for the preservation of the City of Tucson's unique character, history, and identity, as reflected in its historic and iconic signs, and to restore the sense of place that existed within the central business district and in areas of the City with concentrations of surviving historic signs."

If the signs meet all the guidelines and requirements in the code, "then approval is an administrative process," Moyer says.

The code includes an incentive to preserve historic landmark signs. "The first HLS on a premise does not count toward the maximum total sign area," Moyer says. "A business can have a larger sign, with more neon, than otherwise allowed under the sign code and outdoor lighting code. Even if a sign doesn't have neon, it can still be approved if it will contribute to Tucson's unique character and historical identity." Historic landmark signs are permitted in every type of district in Tucson. "These signs are not in historic districts," he adds. "They're free-standing historic landmarks" in and of themselves.

And what of the diving girl? "Some forensic sanding was done to determine the nature of the swimsuit," Moyer says. "It's a two-piece green bathing suit with white polka dots. The sign was restored to a 1950s appearance, and the ordinance permits it to be updated to something current to the tenants using the property," meaning that the Piccarretta Davis law firm could add their name to the sign. Mabry says that two elements of the sign code change—not counting designated historic signs against the total sign allowance, and allowing minor changes to advertise current businesses—have been the most effective incentives to encourage





owners to go through the designation process and restore them to their former glories.

The diving girl, along with the other historic landmark signs in Tucson, produces “a fairly limited impact,” Moyer says, “but it’s very visual.” And proving the value of the Historic Landmark Sign ordinance, tourists are now coming back to Tucson just to see all that 1950s neon. ■

Bridget Mintz Testa is a Houston-based freelance writer specializing in planning, technology, and power and energy.

RESOURCES

FROM APA

APA filed an amicus brief in *Reed v. Town of Gilbert*. Read it and other information at planning.org/amicus.

“Tucson’s Historic Sign Ordinance,” by James Carpentier, AICP: tinyurl.com/zhah3pb.

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“U.S. Supreme Court Affirms That Content-Based Sign Codes Violate The First Amendment,” by Sigrid K. Asmundson and William J. Priest: tinyurl.com/zeq8bj5.

“Vintage Tucson Neon Art Walk” study, Tucson Historic Preservation Foundation: tinyurl.com/zn7n6f9.



Tiny Houses: Niche or Noteworthy?

These darling dwellings have gotten a lot of attention, but their fanatic followers just might be on to something. By Anne Wyatt

This tiny house has one bedroom, one bath, one floor, and 404 square feet.

TINY HOUSES—LOOSELY DEFINED AS ABODES with less than 500 square feet—are on a roll. Cool and often over-the-top cute, they star in a number of television shows and documentaries. The first National Tiny House Jamboree (Colorado Springs, August 7–9) drew 40,000 participants. Hardly a day goes by that a tiny house photo doesn't show up in a news feature or my inbox. Advocates call their fascination a "movement," even.

Getting at just how many there are is difficult. Many people live in tiny houses of the not-so-cute variety—toolsheds, parked RVs, and other under-the-radar, small structures used as dwellings—and they tend to keep mum about it. Perhaps the appeal of the simple life ties in with living quietly, especially if you don't want to tangle with code enforcers.

But interest is increasing. One indicator is the experience of Ross Beck, of Tumbleweed Tiny Homes in Sonoma, California: He says that the company had received 19,000 inquiries about tiny homes as of last October.

The tiny house movement is definitely worth a closer look. Tiny house living offers a wealth of potential benefits and solutions to a range of housing challenges; they are more economical and sustainable than conventional housing and add to the range of housing choices available.

A niche for women and millennials

"I might rather have a composting toilet than a mortgage," says enthusiast Rachel Carrigan, a single woman in her 30s who is constructing her own home in upstate New York. This explains some of the appeal, especially to women buyers, less willing or able than their male counterparts to assume debt. (According to the information services company Experian, men carry 4.9 percent more loan debt than women.)

That jibes with what tiny home builders say. Bo Bezdek reported in an April 2015 article in *Austin Woman Magazine* that 80 percent of his home buyers are women; Beck, at Tumbleweed in Sonoma, reports a 65 percent or higher rate of female buyers.

Jan Burton, owner of Rhino Cubed, a company that converts shipping containers into tiny homes, says only 28 percent of owners of tiny homes have mortgages, compared to more than two-thirds of other home owners. The lower cost of the smaller homes helps; while frugal self-builders boast of homes constructed for under \$20,000, most manufactured homes sell from about \$20,000—for a no-frills unit—to \$80,000 for more amenities.

Tiny houses, big benefits

LIVING SPACE may be at a premium, but advocates say that tiny houses offer plenty of worthy trade-offs.

ECONOMY

They tend to cost less in materials and land than larger homes. If built efficiently and with high-quality materials, they also cost less to heat, cool, and maintain.

SUSTAINABILITY

Smaller homes use fewer resources to construct and maintain, and more housing units can fit on less land, bringing a density benefit.

COMMUNITY

Interest in the tiny house movement is split between people seeking community and those who want to get away from neighbors. Tiny house villages can serve community-minded residents, while individual homes on rural parcels offer privacy.

CHOICE

They increase housing options.

SIMPLICITY

A smaller house can mean fewer repairs and reduced chores.

SELF-SUFFICIENCY

The small, off-the-grid home surrounded by nature and fertile gardens offers potential for self-sufficient lifestyles.

CUSTOMIZATION/CONTROL

If you're willing to hand over the money, you get a tiny house the way you want it—and with a Starbucks-like smile. On the television show *Tiny House Nation*, the keys to the tiny homes come with hugs from the show hosts. The desire for customization ties in with the desire for control over one's own housing choices.

OWNERSHIP POTENTIAL

Because tiny homes often cost less than larger homes and can be purchased separately from land, they make home ownership possible for many who could not afford conventional housing.

MOBILITY

While moving homes isn't easy, many tiny homes are constructed on wheeled trailers. This appeals to homebodies who dream of going places. As with other manufactured housing, placement can become challenging.

Millennials have different ideas about housing than their elders. The website of the Millennial Housing Lab (millennialhousinglab.org) at Harvard sums up changes: "We are trading stability for experience . . . seeking community . . . delaying marriage, career tracks and all other forms of settling down . . . following our dreams, building the future, living an authentic life, and having a purpose greater than ourselves." The tiny house fits into this paradigm. Lab students have created two models, which can be rented nightly for tiny house living trial runs.

Dreams and reality

The tiny house movement can't float endlessly in a vacuum. Talk of eco-friendly simplicity merges with practicality, and brings reason for concern. Infrastructure, zoning, minimum size requirements, and community issues—often missing in the jargon—need consideration.

Tiny home dreamers may be less enthusiastic after actually living in one. Hauling water in, wastes out, and scrimping on electrical appliances or going without because small solar arrays are underpowered may not be the dream they'd imagined. My own experiences living in tiny houses off and on over the last 20 years (before the marketing and the movement, we called them toolsheds) suggest, especially for short periods, that they can work well in good weather, in good health, and with adequate common infrastructure nearby.

But doing physical chores in less than robust health, feelings of isolation if far removed from others, and the constraints of small spaces in poor weather conditions may become challenging. And then there's the infrastructure issue: Photographs of tiny homes often depict them placed alone in natural settings, as if roads, garages for storage, water tanks, and other supports can be dispensed with.

As planners, we're not always quick to adopt useful trends. Trained to think critically, anticipate consequences, and mitigate problems, we should be asking questions and considering all options.

Do tiny house dreamers have their heads dangerously high in the clouds? Already, a number of tiny houses sit empty, with nowhere to legally house residents. There's one parked in a church parking lot near my house in San Luis Obispo, California, constructed by the nonprofit Hope's Village, which aims to start a small community nearby. The irony of the home's emptiness struck me, as it sat empty by the church—which itself served 30 clients nightly as an overflow homeless shelter—in a county with amongst the highest percentage of homeless individuals in the nation.

Are we being cautious for good reason or impeding a movement that offers solutions to some of our greatest challenges—diversity of choice, affordable housing, and sustainability?

Notions about houses

For now, questions outnumber answers. This doesn't mean we shouldn't keep asking them. Adjusting our codes and our notions of safe, decent, and suitable housing may be what it takes to get more of our unhoused into homes. Micro living spaces stretch our notions, conflict with existing codes, and bring up liability issues.

SAFE, DECENT, AND SUITABLE HOUSING

The Housing Act of 1949 set forth the federal goal of "a decent home and suitable living environment for every American family." Since then, quality standards in local, state, and federal codes (e.g., fixed heaters, running hot water, waste disposal, electricity, permanent foundations, so much square feet per resident) have quantified notions of "decent" and "suitable"—often invoked as "public safety" in terms of policing powers.

INFRASTRUCTURE AND UTILITIES

Where are the heated water and electricity going to come from, and what's going to happen to the wastes? Codes generally mandate these in every housing unit. In tiny house villages serving extremely low-income occupants, such as Portland's Dignity Village, these are provided in common areas, similar to a campground. Could we accept this?

SIZE AND CROWDING

Small houses are contrary to the usual assumption about size—that more is better. Noise, moisture accumulation and condensation, smells, and accessibility for the physically impaired underlie notions of "crowding." Community rules of conduct, clever design, and more single-person households can eliminate or mitigate these challenges. Some people specifically seek tight spaces. Is it really in the public interest to force people into larger spaces?

ZONING AND BUILDING CODES

These are how we define allowable versions of "home" in our jurisdictions. Local codes protect not only safety for residents but also property values. This means keeping certain residents and home types out. A survey of codes shows that most have minimums that would make small houses illegal.

Room width and ceiling heights have a clear relationship to the height of most Americans. Anybody who's bumped a head on a low ceiling or had to try to sleep curled up can understand this. A safety argument in requiring large lot and home sizes and excessive widths of homes, however, is weak at best. As planners, we may want to question our implicit roles and conflicts in protecting property values over provision of decent housing for all Americans.

Other sticking points include requirements for permanent foundations. Part of the appeal of tiny

"We are trading stability for experience . . . seeking community . . . delaying marriage, career tracks and all other forms of settling down . . . following our dreams, building the future, living an authentic life, and having a purpose greater than ourselves."

—MILLENNIAL HOUSING LAB



Heather Stewart at her home in Containerptopia, a village of 160-square-foot shipping containers, in Oakland, California. These containers and tiny houses on wheels are making a mark in a city where rents are rising with an influx of newcomers.

houses for many is that they are mobile. Requiring permanent foundations defeats this. Grid-tied utilities requirements are another hurdle. This makes the additional goal of off-grid (decentralized) living impossible in many jurisdictions.

COMMUNITY AND CAMPING

Tiny houses offer options for community connectivity while still maintaining privacy and options for mobility. Think about camping: Americans pay upward of \$30 a night (which translates to nearly \$1,000 monthly) for a small patch of ground on which to pitch their own tent and park a car. Campers happily share bathroom facilities and cook outside. Why is it we frown on and often exclude people who choose to extend their happy camping experience to regular living? Camping spaces can be livable with necessary services, Internet reception, safe access roads, and mailboxes.

What next?

We can help ensure that tiny house living is practical and actually works for people who choose it—as well as for their surrounding communities. Broadening our perspectives as planners and working past our own skepticism will be a start.

INVENTORY OUR OWN PREJUDICE, ASSUMPTIONS, AND STATUS QUO BIAS.

Are our assumptions about minimum home and room size evidence-based? Small spaces are probably a step up from sleeping on

sidewalks for many and are clearly spaces many now choose—even Americans who are not economically challenged. Should these people effectively be locked out of houses in many jurisdictions?

SURVEY PLACES WHERE TINY HOME COMMUNITIES WORK.

Dignity Village (Portland, Oregon, since 2001); Quixote Village (Olympia, Washington, 2013 (see more about this community in “Housing for All,” page 34); and Opportunity Village (Eugene, Oregon, 2015) have proven the concept’s success. Mark Lakeman, an architect and planner involved with founding Dignity Village, offers a few suggestions for success: “Build community facilities first.” It gets harder to build them, he says, if individual homes are constructed first. “Minimize car parking spaces and other spaces where junk can pile up. If it can, it will.” Finally, “It took some hand holding,” but Lakeman says it was gratifying to observe many village residents—initially unskilled in community building and management techniques—become highly skilled with training and assistance.

CONSIDER THE TINY HOUSE MOVEMENT WITHIN A BROADER CONTEXT.

Thoreau’s story of building his small house on Walden Pond is one of our most enduring narratives. *Walden* speaks to appreciation of nature, simplicity, intention, and self-reliance. Today’s tiny house movement shares similar values, even if many homes are not site-built by hand but are a type of manufactured home.

How They Do It in Rockledge

ONE FLORIDA COMMUNITY has taken a big interest in little homes. Rockledge's code regulates these so-called "pocket neighborhoods," defined as clusters of from four to 12 tiny homes around common greens with an association to manage common spaces. See how they compare to more typical code requirements.

LOT SIZES

1,200 minimum to 3,000 maximum square feet (often 5,000 square feet and up)

HOME SIZES

170 +100 square feet per extra person (from 700 to 1,100 square feet)

HOME WIDTH

8.5 feet minimum to 20 maximum (14 to 20 feet)

ROOM SIZE

70 or 50 square feet per person (70 to 150 square feet)

CEILING HEIGHT

6'8" to 7'6"

HALLWAY WIDTH

36 inches (36 inches)

More Codes for Tiny Homes

OTHER COMMUNITIES have shifted their codes to make space for these structures. Many are in Colorado, home of Sprout Homes, which is in the process of building tiny home communities in Salida, Walsenburg, and Buena Vista.

WALSENBURG

Home must be on a permanent foundation, tapped into municipal utilities, but can be any size in any residential zoning category. The city has paved the way for a tiny home community on the site of a high school football field, but a spokesperson says placing underground infrastructure is still a hurdle, so construction could be a ways out.

SALIDA

In December, the city council began considering annexing 19 acres to accommodate Sprout Homes' Riverview at Cleora, a community of 200 tiny rental homes with common park and exercise areas, a restaurant, and storage.

SPUR, TEXAS

A 2014 resolution established the city as the "First 'tiny' house friendly town." The Spur ordinance says that the structures can be of any size or type, but do need to be attached to a permanent foundation within city limits and are subject to a city utilities fee, whether using them or not.

RECOGNIZE LIFE CYCLE AND EVOLVING HOUSING NEEDS.

Thoreau lived on the pond for only two years. As with other housing types, there may be times in the life cycle when small homes work and times when they don't. Singles may enjoy their single-bed lofts and tight quarters; couples may need more separation; families with children may find it challenging; elders may be unable to climb stairs to reach their loft beds; and individuals may

need proximity to nature and to community at different times. As planners, we can consider trade-offs and evolving needs.

DO A COST-BENEFIT ANALYSIS.

Weigh potential risks of action against cost of inaction. Are we meeting our stated public policies—providing safe, decent housing to all Americans? A bold rethinking of our codes and attitudes may be warranted, particularly given the increasing numbers of unhoused and housing-challenged persons in the U.S. The shared bathing and cooking facilities of inexpensive tiny home villages work for many and compare favorably to having no such facilities on the streets.

CONSIDER USE OF EMERGENCY POWERS.

People filling shelters and sleeping on our streets because they have no options for housing is a state of emergency. Los Angeles, recognizing this, declared a state of emergency in response to increasing numbers of homeless residents. Emergency powers could allow the issuance of temporary permits to nonprofit groups seeking to place tiny houses on designated plots of land. Nonprofit oversight bodies could ensure safety of residents and adjacent neighbors.

REVISIT BUILDING AND ZONING CODES.

"Get rid of minimum home sizes," Ross Beck of Tumbleweed Homes says, when asked about necessary code revisions. Shrinking minimum lot sizes, home widths, and room sizes could also help make smaller abodes legal.

ADJUST PUBLIC FACILITIES FEES.

In many jurisdictions, fees for small homes and larger ones vary little. This penalizes those who aim to keep their footprint small.

ALLOW CAMPGROUNDS AND CAMPING.

Movable homes on wheels may never meet the definitions of "home" in some jurisdictions. Allowing legalized campgrounds in communities could provide access to housing. Fees, such as transient occupancy taxes, could be collected from residents at such sites to help defray public costs associated with additional residents.

The tiny house movement offers opportunity for planners to look at some of the planning assumptions and status quo factors that make tiny houses challenging to locate and live in. With active participation we can minimize risk and better meet more of our housing goals. ■

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RESOURCES

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"Tiny Houses, and the Not-So-Tiny Questions They Raise," *Zoning Practice*, November 2015: planning.org/zoningpractice/open/pdf/nov15.pdf.

ONLINE

American Tiny House Association: americantinyhouseassociation.org.

Tiny House Jamboree: www.tinyhousejamboree.com.

Experian, on debt, credit, and loan payment differences between women and men: tinyurl.com/q4s6qnk.

Planning with Large Institutions

PLANNING TOOLS

MOST CITIES HAVE INSTITUTIONS OF HIGHER LEARNING AND CONCENTRATIONS of medical care. By virtue of their structure, scale, and location, they always seem to be in a growth mode. This expansion transforms their surroundings, creating a variety of urban planning and design challenges.

Embedded in the notion of “anchor institution” is a general recognition that these concentrations of employment, intellectual, and financial capital can and should have a major role in the redevelopment of their neighborhoods.

Health care and education are two of the fastest growing economic markets in the U.S. These sectors have propped up job markets in many regions, especially cities hit hard by the effects of globalization and the general collapse of the manufacturing sector. Urban planning and design lessons can be found by looking at instances where universities, hospitals and—in some cases both of them together—have been directly responsible for positively influencing the growth of their downtowns.

The challenge of planning for medical institutions

For generations, the dominant growth paradigm for institutions was to acquire land contiguous to their campus and land-bank it. This strategy had the effect of providing institutions some assurance of a particular growth trajectory, but it frequently destabilized their surroundings. The dynamic proved to be a self-fulfilling prophecy; each expansion broadened the influence of disinvestment and exacerbated the magnitude of the surrounding erosion.

Too often institutions built large parking facilities that created a fortress-like perimeter to their campus. In other cases, the institutions grew into neighborhoods and thereby expanded an institutional use into a residential area. Other impacts included minimal street life, especially at night, which made the boundaries between the institution and its surrounding area feel underpopulated and unsafe. Large swaths of vacant land awaiting development increased concerns for safety and vitality. Some communities came to feel these large institutions provided needed services, but did not act as good neighbors.

Institutions have come to recognize that they must plan in concert with their neighbors. Doing so not only creates a better business model, but it also creates better communities. Serving as a catalyst for the benefit of adjoining neighborhoods—not simply remaining defensive against them—places hospitals and universities in a unique position to significantly shape their surroundings.

While there is a general recognition that institutions have a vital role to play in society, expansion plans can encounter substantial resistance. Development tensions are commonplace; a broad spectrum of actors competes for goals that are often in direct conflict. For example, as institutions identify opportunities for expansion, they seek sites large enough to accommodate their program needs. Conversely, adjoining communities strive to preserve their existing character and resist impending encroachment. Scale juxtapositions between on- and off-campus environs can often be severe, as the program requirements for contemporary health care spaces dwarf the fine



The Buffalo Niagara Medical Campus has doubled its footprint since 2001, resulting in over \$1 billion in new campus development over the last decade.



Density in its core rather than expansion outward has been key to the success of the BNMC and helped to improve the edges it shares with its neighbors.

physical grain of neighborhood fabric. Hospitals, in particular, tend to be insular entities, and what public open space there is tends to be residual in nature. It is not surprising that conflicts between institutions and neighborhoods arise.

Transformations in health care delivery and the pressures to meet exceptional quality of care require that institutions constantly evaluate their planning and construction goals. At the same time, communities strive for vibrant neighborhoods and lively street life in downtowns. Itemizing the growth needs of a hospital for the short or long term is generally a difficult endeavor.

Developing an expansion plan for a complex is even more elusive. In instances where multiple institutions constitute a consortium, each member has its own facility master plan. These are often created independently of one another as each organization seeks to leverage its own intrinsic advantages of proximity and place.

There are pitfalls for individual developments that are built in the wrong location, at the wrong time, and in a density that diminishes the possibility for future linkages and partnerships. Individual projects planned in isolation can easily siphon away opportunities to enhance the open space networks

or other shared amenities and isolate partner institutions. The patchwork of property ownership also makes connections between institutions difficult, even as the need for “coatless connections” of medical centers requires coordination. Aligning and reconciling individual plans is an early and necessary endeavor, as is the need to understand the community’s planning goals.

Case study:

Buffalo Niagara Medical Campus

It is at the confluence of medicine, education, and research—Buffalo, New York’s new economies—where the Buffalo Niagara Medical Campus has emerged as a major player in the national health care scene. The 120-acre campus is situated between the neighborhoods of Allentown and the Fruit Belt; the eastern edge is defined by Main Street, where the region’s solitary light-rail line connects the downtown and waterfront to the University of Buffalo North Campus.

Medical and academic institutions parallel to Main Street shared the territory for over a century with little semblance of a common identity or campus. This changed in 2001, when a consortium of hospitals and research institutes joined forces to brand themselves as a medical

campus. They did so to compete nationally and provide a higher quality of care, but also to form a cohesive urban district connected to its adjoining neighborhoods.

Between 2001 and 2015, BNMC invested more than \$1 billion in shared structures and open space design. The consortium matured into the Academic Health Center, which recently attracted the University of Buffalo’s medical school to the downtown campus. A master plan framework aligned each individual institution with the campus as a whole, and synchronized the campus plan within the context of Buffalo’s Comprehensive Plan.

The urban design framework of the master plan established an armature for new development that consolidated each institution’s presence while reinforcing a collective identity that would grow over time. A planned single axis in the center of campus consolidates the institutions while alleviating pressures on the edges shared with the neighborhoods. This primary urban design intervention—a new linear park—brought together the existing and future institutions along a new open space.

—David Gamble, AICP, AIA, LEED AP

Gamble is the principal of Gamble Associates in Cambridge, Massachusetts. A version of this article will appear in his forthcoming book, Rebuilding the American City.



'Experts often possess more data than judgment.'

—COLIN POWELL
RETIRED FOUR-STAR GENERAL
AND FORMER SECRETARY OF STATE

PART TWO OF A TWO-PART SERIES: DATA FOR COMMISSIONERS

Using Planning Data Wisely

BEST
PRACTICES

IN PART ONE OF THIS SERIES, WE EXAMINED THE FRAMEWORK FOR thinking about data. In part two, we provide practical advice about how planning commissioners can improve the way information is developed, interpreted, and presented in local discussions of planning issues.

Technicians versus decision makers

You are a planning commissioner—a decision maker. Your job is to make good choices about development in your community. “Good” depends on the specifics, but it is always about efficiency—which is getting a high ratio of desired outcomes relative to costs—and equity, which is distributing the benefits and costs fairly.

How will you know about the possible and likely benefits and costs of some action? First, someone has to define what benefits and costs matter, and their relative importance. Not all benefits and costs are equally important to all decision makers. Defining what things matter, and how much your community cares about those things, is a policy decision often expressed as goals in a plan. The policy goals are adopted by that community's officials. In the context of local planning, for example, this means adoption by a city council or planning commission.

Second, you need to acquire some information about the benefits and costs deemed important. Gathering, aggregating, analyzing, and reporting that data is usually the job of a planner, engineer, policy analyst, or other technicians, who work on behalf of decision makers. They can be either staff or consultants.

Keeping these two roles clear—collecting and processing data versus using that data to make decisions—is critical to making good decisions efficiently. Certainly, many planning commissioners have strong technical experience and skills, and good technicians do evaluations that lead to recommendations about policy. All planners are trained to assemble and evaluate data, while decision makers have the ultimate responsibility of considering all kinds of information—not just the data analysis of technicians—when weighing trade-offs across policy choices.

The conclusion here is that planning commissioners should approach data as its users, not its creators. They have an obligation to make sure the things that matter get measured by someone, but not to do the measurement themselves. Commissioners need to understand the needs, possibilities, and limitations related to data, but they do not have to know all the details of how to find, assemble, and evaluate it: That's what the planning staff does for them.

Pointing planners to the proper path

'Not everything that can be counted counts, and not everything that counts can be counted.'

—ALBERT EINSTEIN, PHYSICIST

START WITH THE BROAD GOALS AND WORK DOWN.

GET PAST THE RHETORIC about your jurisdiction's unique values and recognize that all local governments have the same basic goals and principles: economic prosperity, environmental quality, urban amenity, efficient public services, and a fair system for

providing and charging for services. If those goals are not already consolidated in a strategic, land-use, or comprehensive plan, planners can infer them from other policy documents.

STAYING AT THE GOAL LEVEL, however, is almost useless for policy making. At that level, to paraphrase W. Edwards Deming, everything is just opinion, and will remain that way without data (e.g., “I'm voting for Policy X because I think it will be better for economic development than Policy Y”).

EVALUATION REQUIRES ANALYSIS. The breaking down and specification of objectives and data. It requires definition (e.g., How do you define economic development?) and those definitions will always imply certain types of measurements. Getting to a rigorous specification that leads from broad goals and principles to objectives, to important types of impacts such as benefits and costs, to evaluation criteria and performance measurements, and finally to data, is hard work. Make your planners do it.

SPECIFY THE POLICY ISSUE you are addressing in the context of the goals, criteria, and measurements you have already established. This will cover most of what you need for decision making. The specifics of the issue may lead to suggestions about different kinds of measurements; it is unlikely to lead to different goals.

ACKNOWLEDGE THE TECHNICAL DIFFICULTIES of measurement, and set your sights on a level of data appropriate to the issue and your jurisdiction.

NARROW THE LIST OF MEASUREMENTS. With creativity, skill, and training, anyone can create a list of possible measures potentially relevant to any planning issue. Go ahead and start with the long list, but the long list has to become a short list to be useful. Pare it by considering the relevance, overlap, availability (and at what cost), and quality.

STANDARDIZE STAFF REPORTING based on the measurement framework. Data should measure impacts on agreed-upon goals. For complicated questions, there is a lot of staff work. But the com-

mission should require that, whatever the length of the full documentation, it be summarized in a standardized format of two to six pages.

Realistic expectations

'If you torture the data long enough, nature will always confess.'

—RONALD COASE,
NOBEL PRIZE-WINNING ECONOMIST

DATA IS LIKE A FRACTAL:

Every level of evaluation leads to a new and equally complex level of questions. More detail is always available; the question is whether it adds enough to be worth incorporating.

It can be time-consuming and expensive to collect additional data, but there is more to the decision than that. At some point, more data does not help decision making. Not only can data become too vast to grasp and discuss, but its unending pursuit can inadvertently or purposely delay critical decisions.

Ultimately, planning commissioners are responsible for evaluating the evaluation they receive from staff. Getting staff evaluations in a logical, standardized format that ties measurements to goals will help. But often data is not simple and observable; it simulates future conditions based on relatively complex models. A typical planner complaint about decision makers: "They want it comprehensive and complete, and on one page in 15 minutes."

There are at least a couple solutions. First, your commission may have one person with the interest, time, and expertise to get into the black box with planning staff and then report back to the commission. Second, if you are not testing the models, test the modelers. Modelers may perceive decision makers' questions to be scattered, but that may be how those decision makers evaluate the model: Does this person answer my questions clearly? Do I trust her? If so, then I can be more comfortable with the model results.

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real political challenge is weighing their relative importance. Performance-based evaluation is easily gamed: One can, for example, measure the most important impact several ways to implicitly give it more weight.

Weighting is clearly a job for decision makers, informed by the opinions of stakeholders, the public, and staff analysts. As a commissioner, you have to

make normative decisions on behalf of the citizens you represent. That's why you are there. The data help you make and explain those decisions, but they don't make the decisions for you.

—Terry Moore, FAICP; Alexandra Reese; and Ali Danko

Moore, a consultant, helped create ECONorthwest, which provides professional economics, planning, and financial consulting services. Reese is an associate and Danko is an economic analyst for the firm.

Measures

Some of the technical difficulties in developing performance measures:

SUBJECT OF THE MEASURE.

What is the precise focus? What level of detail will be addressed? Is it the entire subject or a subset of the subject?

MEASURING IMPACT.

Do you measure by change in number, percent change, rank of the region against another metropolitan area, or other method?

GEOGRAPHIC FOCUS.

Is it measuring the impact for the city, a neighborhood, or other area?

LENGTH OF TIME.

Is it a full year after the end of the project, five years, or 10? Does it consider activity before and after the project?

LINK BETWEEN THE SERVICE AND THE SUBJECT.

Is there a link? If so, what is the direction? How strong is the relationship? What is the magnitude of the relationship? For example, does the change in the service have a positive, strong relationship with the measured subject that results in a large change?

BANG FOR THE BUCK.

What is the impact of the project per dollar spent? If the project provides a net benefit, does it provide enough benefit or as much benefit as a different project?

WHO BENEFITS?

Are they the "right" beneficiaries?

DOES THE MEASURE WORK AT THE MARGINS?

Does the measure cover all projects or does it focus on specific projects or specific project types?

Zoning with Stipulations

LAW

THE SITUATION: YOU ARE A NEW—OR NOT-SO-NEW—MEMBER OF YOUR local planning and zoning commission. You serve in a city where rezoning approvals can be subject to stipulations, and are thus faced with crafting the language of the stipulations you wish to impose.

As a commissioner, you may ask: What exactly are stipulations? What is their purpose? When can we use them? Most importantly, what must commissioners know in order to write stipulations that are enforceable by statute?

First, it is important to know what stipulations are, and what they are not. Stipulations are: Conditions placed upon a governmental legislative or quasi-judicial approval or ruling that help to minimize impacts of the new regulation on adjacent properties. Stipulations are not: A contract, either between the government and the developer, or between the neighbors and the developer.

WHY DO WE NEED THEM? Stipulations have three main purposes:

1. To direct the actions of the project review staff after rezoning or other government action, during review of site plans and building plans
2. To direct the actions of the developer while building the project
3. To direct zoning enforcement staff after the project is completed

It is important to remember that stipulations affect multiple and diverse groups of people throughout the development process, and furthermore, that many of these people were not present when the stipulations were written. It is therefore critical to avoid vagueness or ambiguity as to the meaning and objectives intended by the stipulation. Ambiguity leads to questions later in the process, which you as commission members must always strive to avoid.

WHEN ARE STIPULATIONS NECESSARY? Zoning stipulations are frequently placed on three types of zoning actions. The first is rezoning, in which the zoning district on a parcel is changed to a different zoning district. The second is “use permits,” sometimes called “conditional use permits.” A use permit is a device designed to allow the inclusion of certain uses considered to be desirable in a zoning district, but which have a tendency to bring with them certain undesirable effects, such as traffic or noise, for example, from group homes or churches. The third is variances, which is a relief mechanism used by the government to build on the land in a way that would be prohibited if the zoning ordinance were strictly adhered to and observed. Planning commissioners are generally involved only in the first two instances, while the Board of Adjustment handles variance applications.

HOW DO WE WRITE STIPULATIONS THAT ARE ENFORCEABLE? When crafting language for zoning stipulations, make sure that they:

1. Are written clearly, so that the project review and zoning enforcement personnel know exactly what is intended. Language should not be susceptible to more than one interpretation and should use numerical or otherwise measurable standards.
2. Don't exceed—or limit—the authority given to the city in the zoning enabling act. For example, the city is not permitted to require ownership (as opposed to rental) of property, or mandate or exclude a particular use otherwise allowed in the district.
3. Don't violate First Amendment protections. While the temptation may exist to regulate certain uses that involve “speech,” such as signs, music, or religious uses, doing so would violate the protections guaranteed by the U.S. Constitution. While cities may reasonably regulate the time, place, and manner of speech, they may not regulate content.
4. Don't require the city to enforce a private contract between residents, or between residents and the developer. For example, master planned communities frequently include covenants, conditions, and restrictions, which place strictures on property that are similar in nature to zoning regulations. Also known as “deed restrictions,” these private restrictions are enforced by private parties, and not by the city.

What not to do

Here are some real-life examples that were poorly written, along with suggestions to write them so that they are enforceable. The case at hand: a mixed use development that contains residential, commercial, and high-rise office uses on currently vacant land near mountains.

1. “The R1-18 lots shall be animal-friendly.” Likely this stipulation crept in during the heated opposition by rural landowners during a hearing, and is susceptible to many meanings. Better: “Fencing around the R1-18 lots shall be constructed of wood or rope, but shall not contain barbed wire or be electrified.”
2. “The restaurant may never play country-western music on the outside patio. It shall only play classical or top 40 tunes.” Clearly, this is a free speech violation. Better: “Outdoor music may be played only before 11 p.m., and may not exceed 30 decibels measured at the property line.”
3. “The height of the building shall be mitigated by color.” The purpose of this stipulation is probably an aesthetic one. However, while zoning may be used to enhance the aesthetics of the built environment, this vague stipulation could easily lead to argument. Better: “The exterior of the building shall include only materials or paint whose colors are drawn from the approved color palette adopted by the city council.”
4. “Upon the concurrence of adjacent property owners, the developer may file a variance request for an eight-foot wall.” This is an unlawful delegation

of a governmental power to a private citizen. The power to regulate land use through zoning ordinances is given by statute to municipal legislative bodies and they cannot bargain away this power. In this example, the adjacent property owners could prevent the developer from applying for a variance, a right given to property owners by statute. Better: "The developer shall notify all property owners within 150 feet of the subject property of any request for a variance to the six-foot limit on wall height."

Stipulations are frequently drafted by the planning staff, and are sometimes called "standard condition." They may also be drafted by neighbors during negotiations with developers, by the planning commission, or by the city council. More often than not, it is during a hearing, when the language is quickly written, that the stipulations turn out later to be not enforceable. For this reason, some localities adopt policies that all stipulations, if written by neighbors or the developer, must be presented to city planning staff one to two days in advance of the public hearing. This allows city planners time to work internally to make certain the stipulation is legal and conveys the meaning intended by the writer. During a hearing, if planning commissioners wish to propose a stipulation, it is always best to seek the advice of the planning staff, who may propose specific language that can be included in a motion made by a commissioner.

As a member of your local planning commission, you're charged with making recommendations to your city council based on your experience and knowledge of standard zoning practices. Remember that when you need help with the latter, the planning staff and city attorneys are there to help you. You are an important part of a critical public review process, and you're not alone. When in doubt, ask!

—Margaret Wilson and Tom Awai

Wilson is an assistant city attorney in Scottsdale, Arizona. Tom Awai works for RBB Architects Inc., and is a former member of the planning commission in Phoenix, Arizona.

HISTORY

CITIES OF THE MIND

'Nothing is experienced by itself, but always in relation to its surroundings, the sequences of events leading up to it, the memory of past experiences.'

—KEVIN LYNCH

HAVE YOU EVER HEARD THE TERM "WAYFINDING"? This phrase, often used when describing the components and considerations of a downtown plan, refers to the ways in which people move about a city.

The first use of the term is credited to Kevin Lynch in his classic book *The Image of the City*, which described the components of a city from the viewpoint of its residents.

After researching three major U.S. cities, Lynch discovered that people generally envisioned their city as five separate, but related components. These components—paths, edges, districts, nodes, and landmarks—have helped planners and urban designers understand how to create more livable cities. Lynch understood that good urban design recognizes that the built environment is more than just a collection of static objects; it is a visual map full of sensory cues that help guide our understanding of the world around us. This book made the case that "legible" urban design not only makes wayfinding easier and more efficient, it can also improve the richness of the lives of those who experience it.

—Ben Leitschuh

Leitschuh is APA's education associate.



Downtown Deadwood, South Dakota, demonstrates some of the components that Lynch describes in *The Image of the City*, such as paths and landmarks.

RESOURCE FINDER

Here are some helpful resources for working with institutions.

APA RESOURCES

Town-Gown Partnerships for Success

Dan Sitler, Michael Rudden, Rob Holzman,
and George Homsy, AICP
PAS Memo, May/June 2006
planning.org/pas/memo/2006/may

Best Practices for Town and Gown Relations

Roger L. Kemp
Practicing Planner, Fall 2013
planning.org/practicingplanner/2013/fall/feature.htm

WEB RESOURCES

Smart Growth and Colleges and Universities

U.S. Environmental Protection Agency
tinyurl.com/hmncf48

Campus Compact: helping institutions improve their communities
compact.org