



## CITY OF SIGNAL HILL

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

THE CITY OF SIGNAL HILL  
WELCOMES YOU TO A REGULAR  
PLANNING COMMISSION MEETING  
February 20, 2018

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 3<sup>rd</sup> 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 the Signal Hill Community Center on the Friday afternoon prior to the Commission meeting. Agenda and staff reports are also available at our website at [www.cityofsignalhill.org](http://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.

Planning Commission Members are compensated \$125.00 per meeting.

(1) CALL TO ORDER – 7:00 P.M.

(2) ROLL CALL

COMMISSIONER BROOKS  
COMMISSIONER FALLON  
COMMISSIONER WILSON  
VICE CHAIR PARKER  
CHAIR RICHÁRD

(3) PLEDGE OF ALLEGIANCE

(4) PUBLIC BUSINESS FROM THE FLOOR ON ITEMS NOT LISTED ON THIS AGENDA

(5) DIRECTOR'S REPORTS

a. Crescent Square Conformity Report Adding a Window to the South Elevation of One Home

Summary: The purpose of this report is to advise the Planning Commission of a minor modification requested by the developer, Far West Crescent LLC, during construction of the Crescent Square project. The request is to add a view window to the second story of the south elevation of one home in the project. Staff reviewed and approved the requested modification, and determined that it did not result in a significant change to the approved development plans and therefore did not require a second review at a public hearing.

Recommendation: Approve as submitted.

b. Economic Development Update

Summary: Economic Development Manager Elise McCaleb will give a presentation on Economic Development options in a post-Redevelopment era environment.

Recommendation: Receive and file.

c. Annual Review of Properties With a Conditional Use Permit

Summary: Per Signal Hill Municipal Code Section 20.64.120, the City Council has the authority to revoke any Conditional Use Permit (CUP) for noncompliance with the conditions set forth in the approved permit. To ensure compliance, a field inspection of each CUP site is conducted on an annual basis (or as needed). The Annual CUP Review confirms compliance with the CUP conditions and notes reportable observations regarding general site maintenance. This report is presented to the Planning Commission as an informational item, prior to formal

review by the City Council. Staff has inspected properties for 51 of the 52 active CUPs (Tesoro Oilfield Tank Farm inspection is currently pending), and found all of them to be in substantial compliance with their approved conditions. No revocations are recommended.

Recommendation: Receive and file.

d. 2018 Planning Commissioners Academy

Summary: The League of California Cities 2018 Planning Commissioners Academy will be held on Wednesday, April 4, through Friday, April 6, at the Hyatt Regency Monterey, in Monterey, CA.

Recommendation: Select one Commissioner to attend the conference.

(6) 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.

a. Minutes of the Following Meeting

Regular Meeting of January 16, 2018.

Recommendation: Approve.

b. City Council Follow-up

Summary: Below for your review is a brief summary of the City Council's actions from the last City Council meeting(s).

Recommendation: Receive and file.

c. Development Status Report

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

Recommendation: Receive and file.

d. In the News

Summary: Attached for review are articles compiled by staff that may be of interest to the Commission.

Recommendation: Receive and file.

(7) COMMISSION NEW BUSINESS

COMMISSIONER BROOKS  
COMMISSIONER FALLON  
COMMISSIONER WILSON  
VICE CHAIR PARKER  
CHAIR RICHÁRD

(8) ADJOURNMENT

Adjourn tonight's meeting to the next regular meeting to be held Tuesday, March 20, 2018 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.



*February*

***5a.***





## **CITY OF SIGNAL HILL**

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

February 20, 2018

### **AGENDA ITEM**

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

**FROM: COLLEEN DOAN  
SENIOR PLANNER**

**SUBJECT: DIRECTOR'S REPORT – CRESCENT SQUARE CONFORMITY  
REPORT ADDING A VIEW WINDOW TO THE SOUTH ELEVATION OF  
ONE HOME**

### **Summary:**

The purpose of this report is to advise the Planning Commission of a minor modification requested by the developer, Far West Crescent LLC, during construction of the Crescent Square project. The request is to add a view window to the second story of the south elevation of one home in the project. Staff reviewed and approved the requested modification, and determined that it did not result in a significant change to the approved development plans and therefore did not require a second review at a public hearing.

### **Recommendation:**

Approve as submitted.

### **Background:**

On August 12, 2014, the Planning Commission approved Site Plan and Design Review 14-04 for the Crescent Square project for the initial developer, Summerhill Homes.

On February 16, 2016, following several finance related delays by Summerhill Homes, the Planning Commission approved a final extension of Site Plan and Design Review 14-04 for six months (until September 3, 2016).

On June 28, 2016, SummerHill Homes sold the property to the current developer, Far West Crescent LLC (Far West).

On July 19, 2016, the Planning Commission reviewed an initial conformity report regarding Far West's request for minor modifications to the approved floor plans and elevations. The report also included review of a temporary parking and access plan to accommodate viewing of the model homes during project construction.

On December 7, 2016, development began with the issuance of permits for two model homes which were completed in June 2017. At that time the developer indicated their desire to fast track the construction by pulling permits for all three phases of the project.

In August 2017, the construction began on Phase 1 of the project, including streets, fences, retaining walls and eight homes on lots 9-15 and 25.

**Analysis:**

Currently, the exterior design elements and interior drywall installation for the Phase 1 homes is nearly complete, and framing for Phases 2 and 3 is expected to begin soon.

On the homeowner's behalf, in order to maximize their view, Far West requested to add a large view window to one of the homes (Attachment A). The view window would be located between two smaller windows on the second floor of the south elevation of the lot 1 home on the southwest corner of the project. The south elevation faces Crescent Heights Street and is visible from Walnut Avenue (Attachments B-E). Staff reviewed and approved the request given it enhances the home's curb appeal from Crescent Heights Street and creates a more customized look to the south elevation. This conformity report advises the Commission of the approved change.

Approved:

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Scott Charney

Attachments



FAR WEST INDUSTRIES

**Real Estate Development**  
www.farwestindustries.com

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2922 Daimler Street • Santa Ana, CA 92705 • (949) 224-1970 • Fax: (949) 224-1963

Colleen Doan  
Senior Planner, City of Signal Hill  
2175 Cherry Ave.  
Signal Hill, CA 90755-3799

February 5, 2018

Re: Lot 1 of Tract 72594, Crescent Square

Hello Ms. Doan,

Our buyer, Mr. Gabriel Iglesias, is purchasing Lot 1 of Crescent Square. Because this home has an outstanding view of Signal Hill and Long Beach, Mr. Iglesias has requested the addition of a window to the third floor bonus room. The window will be a 7050 XOX (7'w X 5' tall) and will fit between the two existing windows. The addition of this window will greatly enhance the view from the bonus room.

We believe that it also enhances the elevation as well, so we trust that this will meet with the approval of the Planning Commission.

Sincerely,

Jorge Alvarez  
Vice President of Land Development

[illegible]



WALNUT AVENUE

LINE

20'-0"

SE BACK

6'-0"

5'-4"

8'-8"

4'-3"

3'-9"

TURNING RADIUS

20'-0"

11'-1"

3'-0"

6'-0"

28'-4"

13'-0"

13'-6"

3'-3"

LINE OF BOUND

LIMIT OF WORK

LIMIT OF WORK

CRESCENT HEIGHTS STREET

ENLARGED SITE PLAN

NO SCALE

LOT 1 PLAN 2 COLONIAL B

LOT 2 PLAN 2 CRAFTSMAN C

LOT 7 PLAN 2 MONTEREY B

LOT 8 PLAN 1 CRAFTSMAN B

LOT 9 PLAN 2 MONTEREY A

LOT 10 PLAN 1 COLONIAL B

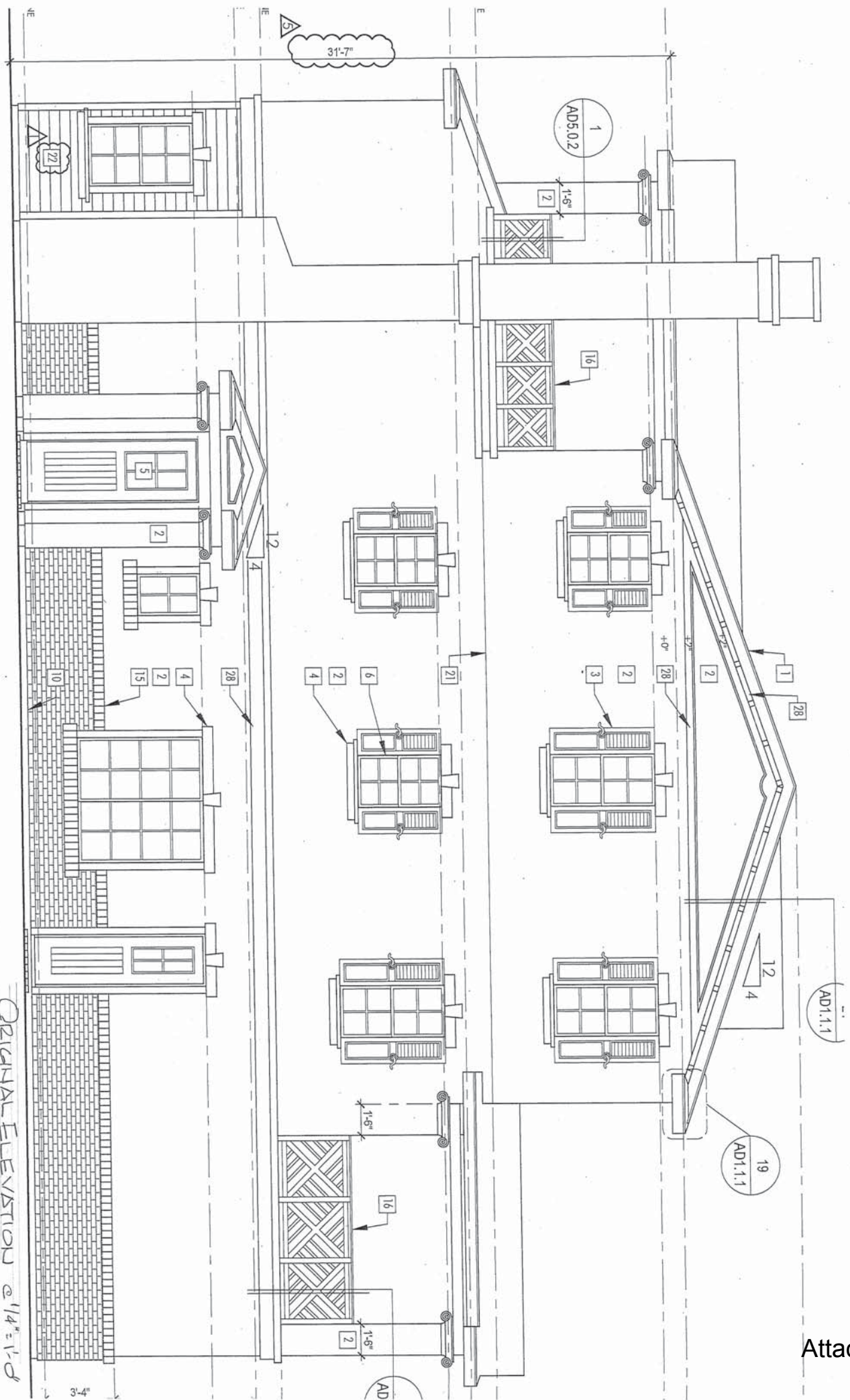
LOT 11 PLAN 2 MONTEREY C

LOT 12 PLAN 1 COLONIAL A

FIRE APPARATUS TURNAROUND STANDARD PUMPER

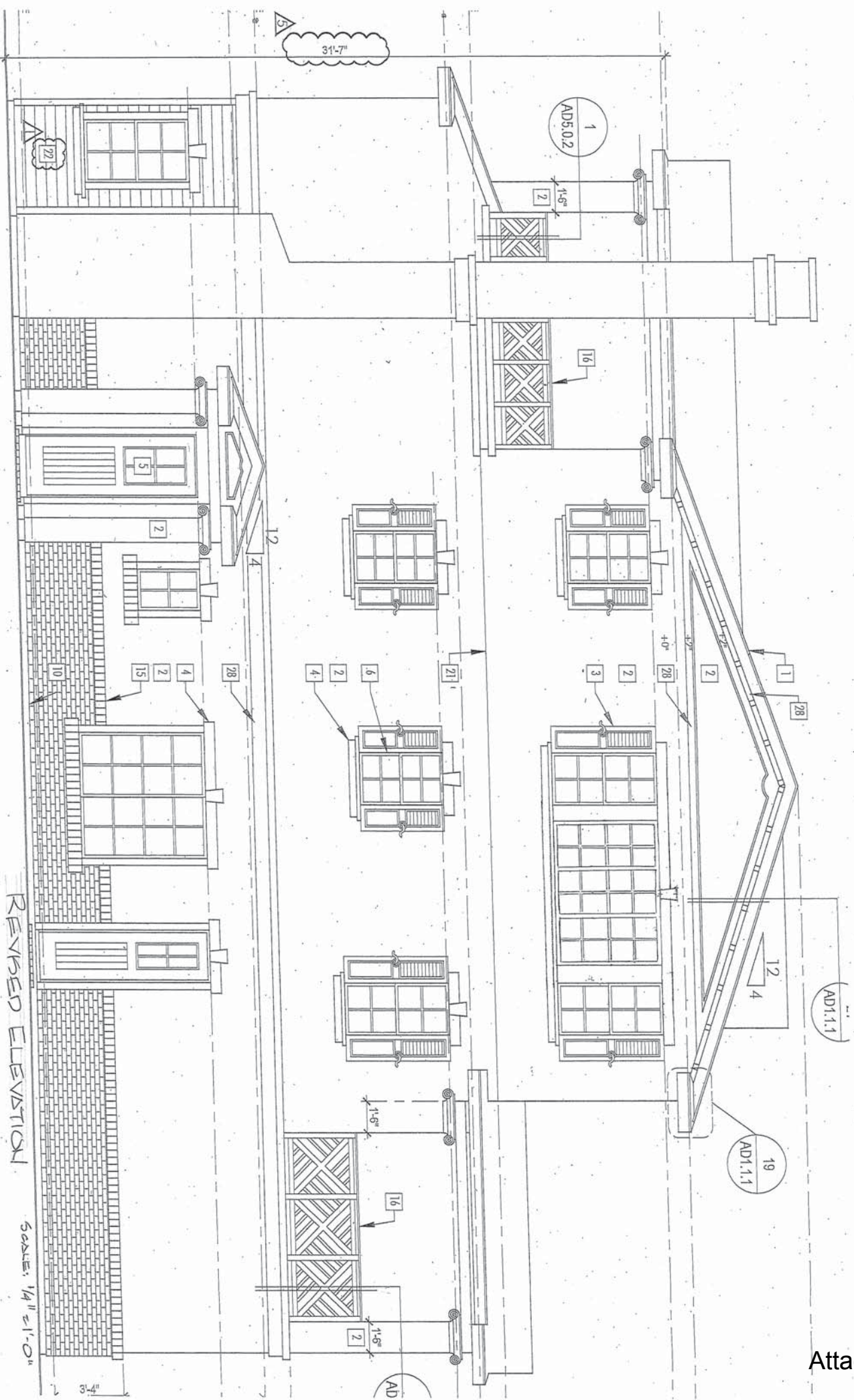
1/01

ΙΙΟΤΑ



ORIGINAL ELEVATION @ 1/4" = 1'-0"





REVERSED ELEVATION

SCALE: 1/4" = 1'-0"



*February*

**5b.**





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February 20, 2018

### **AGENDA ITEM**

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

**FROM: SCOTT CHARNEY  
COMMUNITY DEVELOPMENT DIRECTOR**

**SUBJECT: ECONOMIC DEVELOPMENT UPDATE**

### **Summary:**

Economic Development Manager Elise McCaleb will give a presentation on Economic Development options in a post-Redevelopment era environment.

### **Recommendation:**

Receive and file.

*February*

**5c.**





## **CITY OF SIGNAL HILL**

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February 20, 2018

### **AGENDA ITEM**

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

**FROM: RYAN AGBAYANI  
ASSISTANT PLANNER**

**SUBJECT: DIRECTOR'S REPORT – ANNUAL REVIEW OF PROPERTIES WITH A  
CONDITIONAL USE PERMIT**

### **Summary:**

Per Signal Hill Municipal Code Section 20.64.120, the City Council has the authority to revoke any Conditional Use Permit (CUP) for noncompliance with the conditions set forth in the approved permit. To ensure compliance, a field inspection of each CUP site is conducted on an annual basis (or as needed). The Annual CUP Review confirms compliance with the CUP conditions and notes reportable observations regarding general site maintenance. This report is presented to the Planning Commission as an informational item, prior to formal review by the City Council. Staff has inspected properties for 51 of the 52 active CUPs (Tesoro Oilfield Tank Farm inspection is currently pending), and found all of them to be in substantial compliance with their approved conditions. No revocations are recommended.

### **Recommendation:**

Receive and file.

### **Background and Analysis:**

In 2017, one new CUP was approved:

- Mother's Market, 2475 Cherry Ave: CUP 17-01, retail sale of alcoholic beverages for on-site consumption.

Including Mother's Market, inspections were completed for 51 of the CUPs listed below. One inspection is pending, but will be conducted by the Oil Services Coordinator prior to City Council review of the annual report:

- 6 restaurants with drive-thru service
- 11 businesses that sell alcohol
- 7 Signal Hill Petroleum (SHP) drill sites
- Tesoro tank farm (inspection pending)
- 6 auto body and paint shops associated with the Auto Center Dealerships
- 14 other CUPs, such as gun sales and self-storage
- 12 wireless communication facilities

Staff inspected the CUP properties for compliance with conditions of approval and for any code violations such as poor landscaping, inadequate property maintenance, or illegal signage. There were no significant violations noted in the inspection report matrix (Attachment A).

Below is a list of observations that may be of interest to the Commission:

<b>Crown Castle Antenna Tower – 2411 Skyline Drive</b>	
<b>Observations</b>	<b>Reportable Observations Re: Site Maintenance</b>
Interference Complaints	<ul style="list-style-type: none"> <li>• No new reports of interference were received in 2017.</li> <li>• Crown Castle continues to provide updated RF emission documentation for each additional equipment request.</li> <li>• The tower is compliant with conditions that require monitoring of radio frequency emissions and coordination with the City of Long Beach tower.</li> </ul>
Business Licenses	<ul style="list-style-type: none"> <li>• All tower tenants obtained business licenses for 2017 and renewals for 2018 are underway.</li> </ul>
Equipment Audit	<ul style="list-style-type: none"> <li>• Crown Castle continues to provide an updated equipment audit for each additional equipment request.</li> <li>• Recent State law allows wireless communications companies to co-locate (add) equipment on existing towers provided they meet the “no substantial change” parameters. Companies must demonstrate that the additional equipment does not substantially change the physical dimension of the tower or base station. Therefore, the CUP condition that establishes a maximum number of each type of equipment is rendered unenforceable.</li> </ul>

	<ul style="list-style-type: none"> <li>Staff will continue to review equipment requests under the new standards and all other conditions remain enforceable.</li> </ul>
Site Maintenance	<ul style="list-style-type: none"> <li>The perimeter and site landscaping have been satisfactorily maintained.</li> <li>One additional stormwater erosion control item has been requested and is pending installation. Staff will re-inspect the site at the end of the month.</li> <li>Crown Castle installed new electronic access equipment to identify and track entries which will replace the manual log on site.</li> </ul>

#### **Ten Mile Brewery – 1136 E. Willow Street**

Observations	Actions
<p>Ten Mile obtained their Certificate of Occupancy on Sept. 9, 2017.</p> <p>A CUP condition requires them to hold a neighborhood meeting within six months of opening.</p>	<ul style="list-style-type: none"> <li>Staff and the business owner plan to conduct a neighborhood meeting in March but the date is not yet determined.</li> <li>Staff have not received any complaints or negative reports about the business.</li> </ul>

#### **Commercial Centers and Businesses**

Observations	Actions
Site Maintenance	<ul style="list-style-type: none"> <li>Staff continues to monitor and work with property owners, managers and tenants to keep properties free from trash, debris, donation boxes and to reduce illegal dumping, to replace dead or damaged landscaping and to review business licenses and tenant improvements for new businesses.</li> </ul>

#### **SHP Drill Sites CUP**

Observations	Actions
Maintenance	<ul style="list-style-type: none"> <li>Landscaping, fencing, and equipment were found to be in generally good condition.</li> </ul>
Stormwater Runoff	<ul style="list-style-type: none"> <li>Maintenance of stormwater protection measures is ongoing at each drill site.</li> <li>Drill Site #3 at the northwest corner of Walnut Avenue and Willow Street, has a large oil field storage yard surrounding it. This storage yard has a high amount of truck and equipment traffic accessing the yard from Walnut Avenue which has</li> </ul>

	<p>caused track out of dirt and gravel onto the street. In 2017, SHP re-built the driveway approach, added gravel and re-positioned the rumble plates at the entrance to greatly reduce the track-out.</p> <ul style="list-style-type: none"> <li>• Regular maintenance and replenishment of materials will be required throughout the year to continue to reduce the track-out.</li> <li>• In 2017, SHP made interior improvements to the work and tour space at drill site #2. At this site SHP conducts public tours of their turbine facility which generates electricity and high grade gas. The City awarded SHP a Sustainability Award for these operations.</li> </ul>
Extension Status	<ul style="list-style-type: none"> <li>• In 2017, the City Council extended the CUP for a 1 year term.</li> <li>• The CUP is set to expire on June 13, 2018. The extension was intended as an interim step to provide time to agree to terms for a Development Agreement incorporating a comprehensive master plan for the future development of vacant properties for economic development purposes.</li> <li>• In 2017, SHP agreed to focus on two priority development sites to act as a template for the Development Agreement: <ul style="list-style-type: none"> <li>○ Heritage Square Central Business District (CBD) adjacent to the former Fresh &amp; Easy market</li> <li>○ Vacant parcel south of Target</li> </ul> </li> <li>• SHP has chosen to focus on the CBD site first. The City's General Plan Land Use Element envisioned the area to be a mixed use development. To that end, SHP has: <ul style="list-style-type: none"> <li>○ Hired the architectural and planning firm KTGy who has prepared and refined a preliminary development concept for the CBD site (Attachment B).</li> <li>○ The City and SHP have executed an Exclusive Negotiation Agreement (ENA) to develop the property.</li> <li>○ Additional geotechnical investigations were conducted.</li> <li>○ KTGy and City staff have made substantial progress on the refinement</li> </ul> </li> </ul>

	of the preliminary site plan and elevations and SHP has initiated their Developer Public Outreach phase of the project.
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Approved:

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Scott Charney  
Director of Community Development Department



# CONDITIONAL USE PERMIT INSPECTIONS 2017

North End / Atlantic-Spring / West Side
Town Center (Hilltop / Civic Center / Central)
Auto Center
PCH Corridor
Other

STATUS CATEGORY	MEANING
ADDRESSED	Action was taken.
PENDING	Property owner/business operator is on notice. Action is pending.
OUTSTANDING	Action has not been taken, Property owner/business has not made contact with the City.

No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
1.	1801 E. Willow St.	Del Taco	98-01	02/03/98	Graffiti on directional signs in parking lot (ADDRESSED); steel bollard by the directional sign is damaged (ADDRESSED); tree by the drive-thru exit is stressed (PENDING).
2.	2599 Cherry Ave.	McDonald's	99-01	03/18/99	Graffiti on "customer parking only" sign located on E. Willow St. driveway entrance (PENDING); yellow exterior steel bollard located at drive-thru exit is damaged (ADDRESSED).
3.	1788 E. Willow St.	Starbucks (Town Center West)	00-02	02/15/00	Graffiti on parking lot trash receptacles (ADDRESSED).
4.	801 E Spring St.	Jack in the Box	08-01	06/10/08	No reportable observation.
5.	799 E. Spring St.	In-N-Out	10-05	01/04/11	No reportable observation.
6.	999 E. Spring St.	Starbucks (Gateway Center)	13-04	01/07/14	Monument sign at drive-thru entrance is damaged (OUTSTANDING).
7.	2594 Cherry Ave.	Fish-O-Licious	95-03	09/05/95	No reportable observation.
8.	2301 Redondo Ave.	Wine Country	95-04/ 96-01	10/03/95 09/03/96	No reportable observation.
9.	2790 Cherry Ave.	AM PM	94-04 96-05	07/05/94 10/10/96	No reportable observation.

# CONDITIONAL USE PERMIT INSPECTIONS 2017

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STATUS CATEGORY		MEANING
ADDRESSED		Action was taken.
PENDING		Property owner/business operator is on notice. Action is pending.
OUTSTANDING		Action has not been taken, Property owner/business has not made contact with the City.

No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
10.	2599 Cherry Ave.	Chevron	99-01	03/18/99	No reportable observation.
11.	1600 E. Willow St.	Food 4 Less	99-02	03/18/99	Shopping carts located in the loading dock area near the Willow St. driveway entrance (PENDING); shopping carts displaced outside of designated cart corral areas (PENDING); trash receptacles are full (ADDRESSED)
12.	1898 E. Willow St.	Black Bear Diner	00-06	08/15/00	No reportable observation.
13.	2201 E. Willow St. Ste. G	Kashiwa Restaurant	03-03	07/22/03	Two handicap vehicle identification signs are bent (ADDRESSED).
14.	899 E. Spring St.	Applebee's Restaurant	12-03	12/18/12	No reportable observation.
15.	959 E. Spring St.	Chipotle	13-05	01/07/14	No reportable observation.
16.	1136 E. Willow St.	10-Mile Microbrewery	16-02	07/26/16 CC	Parking lot striping is faint (PENDING); lack of sign for patrons to exercise responsible drinking by utilizing taxis or a ridesharing service (PENDING).
17.	2475 Cherry Ave.	Mother's Market *(formerly Fresh & Easy)	08-02 (CUP for alcohol sales for offsite consumption.)	09/08/08	No reportable observation.

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ADDRESSED		Action was taken.
PENDING		Property owner/business operator is on notice. Action is pending.
OUTSTANDING		Action has not been taken, Property owner/business has not made contact with the City.

No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
18.	2475 Cherry Ave.	Mother's Market	17-01 (CUP for <u>onsite</u> alcohol consumption)	9/12/17 CC	No reportable observation.
19.	2350 Obispo Ave.	Tesoro – Oilfield tank farm	79-01	05/22/79 PC	PENDING inspection by the Oil Field Services Coordinator.
20.	7 Consolidated Oilfield Drill Sites	Signal Hill Petroleum - Oilfield facilities	97-03	06/16/98	<p>It should be noted that Drill Site #3 at the northwest corner of Walnut Avenue and Willow Street, has a large oil field storage yard surrounding it. This storage yard has a high amount of truck and equipment traffic accessing the yard from Walnut Avenue which has caused track out of dirt and gravel onto the street. In 2017, SHP re-built the driveway approach, added gravel and re-positioned the rumble plates at this entrance to greatly reduce the track-out. Regular maintenance and replenishment of materials will be required throughout the year to continue to reduce the track-out.</p> <p>SHP has also made interior improvements to the work and tour space at drill site #2, where they conduct public tours of their turbine facility that generates electricity and high grade gas.</p>

## CONDITIONAL USE PERMIT INSPECTIONS 2017

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Other

STATUS CATEGORY		MEANING
ADDRESSED		Action was taken.
PENDING		Property owner/business operator is on notice. Action is pending.
OUTSTANDING		Action has not been taken, Property owner/business has not made contact with the City.

No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
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### Auto Center Related Businesses – Auto Body and Paint Shop

21.	2998 Cherry Ave.	AW Collision of Long Beach (Mini Cooper dealership)	89-05		No reportable observation.
22.	1800 E. Spring St.	Nissan of Long Beach- Auto Body & Paint Shop	90-04		The Auto Body Repair Shop no longer operates at this site. No other reportable observation.
23.	2100 E. Spring St.	Glenn E. Thomas Dodge- Auto Body & Paint Shop	90-03	06/12/90 PC	The Auto Body Repair Shop no longer operates at this site. No other reportable observation.
24.	1500 E. Spring St.	Long Beach Honda- Auto Body & Paint Shop	93-06	11/02/93	The Auto Body Repair Shop no longer operates at this site. No other reportable observation.
25.	2141 E. 28 <sup>th</sup> St.	Boulevard Collision Center- Auto & Light Truck Body & Paint Shop	10-03	04/20/10	Letter missing from the monument sign along E. 28 <sup>th</sup> Street (ADDRESSED). No other reportable observation.
26.	2750 Rose Ave.	Class Auto - Auto Center Accessory Auto body Repair	16-03	12/31/16	No reportable observation.

# CONDITIONAL USE PERMIT INSPECTIONS 2017

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STATUS CATEGORY ADDRESSED	MEANING	
	PENDING	Property owner/business operator is on notice. Action is pending.
	OUTSTANDING	Action has not been taken, Property owner/business has not made contact with the City.

No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
27.	2201 E. Willow St. STE #M	Turner's Outdoorsman – Gun Sales	91-01	06/18/91	Trash and debris outside of the employee entrance on the north side of the building (ADDRESSED).
28.	3100 California Ave.	Auto Center Freeway Electronic Sign	16-01 93-02	05/10/16 06/01/93	No reportable observation.
29.	3148 Orange Ave.	Freeway Billboard Sign	94-03 93-03	06/01/93	No reportable observation.
30.	2550 Orange Ave.	Majestic Golf Land	97-02	07/01/97	Large amounts of trash and debris around dumpster located in the rear of the customer parking lot (ADDRESSED); golf balls trapped in the netting on south side of property (ADDRESSED); trash located in the landscaped areas along Orange Avenue and E. Willow St. (ADDRESSED); trash receptacles in customer parking lot full (ADDRESSED); wood pallets and signs stored in a high visibility location (ADDRESSED).
31.	835 E. 33 <sup>rd</sup> St.	Memorial West Alumni Club - Social Club	98-03	01/20/98	No reportable observation.
32.	2901 E. Pacific Coast HWY	Signal Hill Self- Storage – Self- Storage Facility	00-05	06/06/00	Trash and debris on artificial turf landscaping along business frontage (ADDRESSED); fronds from palm tree in front landscaped area impeding sidewalk (ADDRESSED); minor graffiti on business sign on PCH (ADDRESSED).

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PENDING	Action was taken.
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No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
33.	2152 E. Willow St.	Wells Fargo – Freestanding ATMs	01-01	08/07/01	No reportable observation.
34.	2499 E. Pacific Coast HWY	White Coin-Op – Laundromat	03-05	11/12/03	Business is currently CLOSED. No other reportable observation.
35.	995 E. 27 <sup>th</sup> St.	Long Beach Islamic Center	07-03 13-02	10/15/13	Trash equipment (dumpster and trash cans) located outside of designated trash enclosure area (ADDRESSED).
36.	2755 California Ave.	EDCO - Recycling and Solid Waste Transfer Facility	09-01	02/17/09	No reportable observation.
37.	950 E. 27 <sup>th</sup> St.	EDCO – Truck Terminal & Administrative Offices	10-02	09/07/10	Trees in exterior landscaped areas appeared to be stressed (PENDING).
38.	2655 St. Louis Ave.	Bark! Bark!	12-01	02/07/12	Equipment not properly stored in designated outdoor storage shed (ADDRESSED).
39.	2200 E. Willow St.	Costco Gas Station	13-01	09/03/13	Filterra trees appeared to be stressed or dying (ADDRESSED).
40.	981 E. Spring St.	Bank of America ATM	13-03	01/07/14	No reportable observation.

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No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
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### Wireless Communication Facilities (WCF)

41.	2411 Skyline	Crown Castle	99-05	11/16/99	Additional soil erosion containment is needed and Crown Castle has committed to installation within the month. Staff will re-inspect the site following installation. Crown Castle installed new electronic access equipment to identify and track entries which will replace the manual entry log on site. Note: Recent State law allows wireless communications companies to co-locate (add) equipment on existing towers provided they meet the "no substantial change" parameters. Companies must demonstrate that the additional equipment does not substantially change the physical dimension of the tower or base station. Therefore, the CUP condition that establishes a maximum number of each type of equipment is rendered unenforceable. Staff will continue to review equipment requests under the new standards and all other conditions remain enforceable.
42.	3200 E. Willow St.	Verizon (monopole in back of parking lot)	95-02	11/07/95	Modular construction offices and boat trailers stored at rear of property (ADDRESSED).
43.	2550 Orange Ave.	Verizon (monopole at Majestic Golf Land)	99-03	06/15/99	Slats for screening gate are deteriorating (PENDING); barbed wire needs repair (PENDING).

# CONDITIONAL USE PERMIT INSPECTIONS

2017

North End / Atlantic-Spring / West Side
Town Center (Hilltop / Civic Center / Central)
Auto Center
PCH Corridor
Other

STATUS CATEGORY ADDRESSED	MEANING
PENDING	Action was taken.
OUTSTANDING	Property owner/business operator is on notice. Action is pending.
	Action has not been taken, Property owner/business has not made contact with the City.

No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
44.	2766 St. Louis Ave.	AT&T (panels on roof building)	00-03	07/18/00	No reportable observation.
45.	2525 Cherry Ave.	Sprint PCS (panel antennas on corners of building)	02-01	03/05/02	Mature landscaping removed from site to accommodate a pending solar project (PENDING). The owner is preparing a replacement landscape plan.
46.	2550 Orange Ave.	Sprint PCS (monopalm at Majestic Golf Land)	04-02	11/09/04	No reportable observation.
47.	1850 Redondo Ave.	AT&T Metro PCS	05-01 07-02	01/25/05	No reportable observation.
48.	2201 Orange Ave.	T-Mobile (north monopalm)	07-04	10/23/07	Construction debris is located at the base of the monopalm (ADDRESSED).
49.	3275 E. Grant St.	T-Mobile Sprint (rooftop equipment screened by foam building extension)	06-01 10-04	02/14/06	No reportable observation.
50.	1855 Coronado Ave.	Verizon equipment on roof (Kluger Architects)	08-03	10/14/08	No reportable observation.



# CONDITIONAL USE PERMIT INSPECTIONS 2017

North End / Atlantic-Spring / West Side
Town Center (Hilltop / Civic Center / Central)
Auto Center
PCH Corridor
Other

STATUS CATEGORY		MEANING
ADDRESSED		Action was taken.
PENDING		Property owner/business operator is on notice. Action is pending.
OUTSTANDING		Action has not been taken, Property owner/business has not made contact with the City.

No.	Address	Business/Applicant	CUP No.	CC Approval	Reportable Observations Regarding General Site Maintenance
51.	2652 Gundry Ave.	T-Mobile (monopalm at rear of property)	10-01	01/19/10	No reportable observation.
52.	2230 Lemon Ave.	AT&T Mobile (south monopalm – main building is in City of Long Beach)	12-02	12/18/12	No reportable observation.







*February*

**5d.**





## CITY OF SIGNAL HILL

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

February 20, 2018

### **AGENDA ITEM**

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

**FROM: SCOTT CHARNEY  
COMMUNITY DEVELOPMENT DIRECTOR**

**SUBJECT: DIRECTOR'S REPORT – 2018 PLANNING COMMISSIONERS  
ACADEMY**

### **Summary:**

The League of California Cities 2018 Planning Commissioners Academy will be held on Wednesday, April 4, through Friday, April 6, at the Hyatt Regency Monterey, in Monterey, CA.

The training budget for Planning Commissioners is \$1500. This covers registration, hotel, dining, and travel expenses for one Commissioner to attend the conference. To date, we have had one Commissioner express interest in attending.

A full conference registration includes the following:

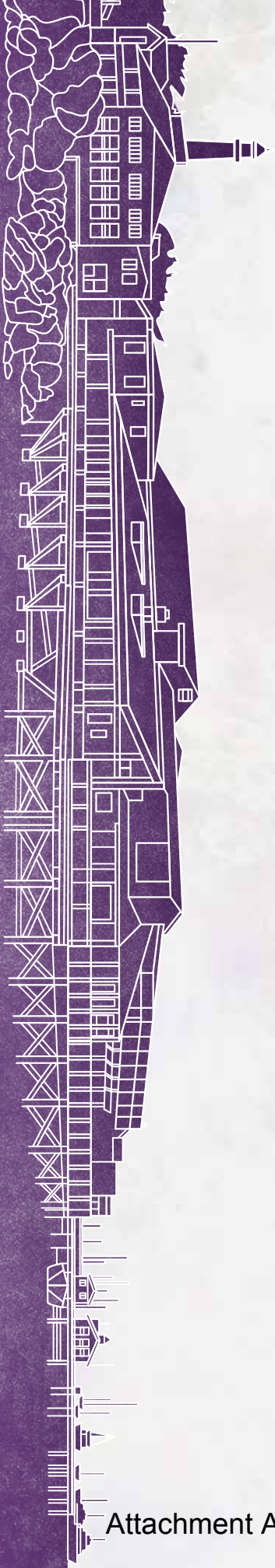
- Admission to educational sessions as well as networking events (Attachment A)
- AB1234 Ethics Training Workshop
- Electronic access to all program materials.
- Two breakfasts, one lunch and a Wednesday evening reception

### **Recommendation:**

Select one Commissioner to attend the conference.

Attachment





Attachment A

REGISTER EARLY! SPACE LIMITED TO THE FIRST 425 REGISTRANTS.



# PLANNING *Commissioners Academy*

*April 4-6, 2018*

HYATT REGENCY MONTEREY

Registration and Housing Deadline:

**Friday, March 2, 2018**

[www.cacities.org/events](http://www.cacities.org/events) |  Check out our mobile app  
 [facebook.com/leagueofcacities](https://facebook.com/leagueofcacities) |  @CaCities

# Wednesday

## APRIL 4

The Planning Commissioners Academy is pleased to offer two tracks of education: Fundamentals and Emerging Issues. Advanced selection of session and/or track is not required.

### REGISTRATION OPEN

9:00 a.m. – 5:30 p.m.

### PRE-CONFERENCE WORKSHOP

10:00 a.m. – Noon

#### AB 1234 Ethics Training

State law requires elected and appointed officials to receive training in specified ethics laws and principles every two years. Newly elected and appointed officials must receive this training within one year of becoming a public servant. This lively, example-laden, two hours will make this mandatory training more tolerable – if not outright enjoyable. Sign-in begins at 9:30 a.m. and you must be present for the full two hours to receive the certification of attendance at noon.

### OPENING GENERAL SESSION

1:00 – 2:30 p.m.

Join us for the official opening session of the conference. Watch for details on speakers in the near future!

### CONCURRENT SESSIONS

2:45 – 4:00 p.m.

#### Planning Commission 101: The Nuts and Bolts of Planning (Fundamentals)

Learn the basics about planning laws, typical planning documents, and how they fit together. General plans, housing elements, specific plans, zoning codes, subdivision ordinances, design review and the California Environmental Quality Act (CEQA) will be discussed. Presenters will walk through typical project review and decision-making processes. Learn how plans, codes, and regulations can be written to ensure that principles of sustainability, equity, and community-building are incorporated in new development.

## **Modernizing Design Guidelines: The Rise of Contemporary Residential Architecture (Emerging Issues)**

The rise of transitional design – a blending of traditional and modern styles that gives a fresh take on familiar forms – is mainstreaming contemporary-styled homes as it moves from the interior to the exterior. Between 2014-15, the AIA Home Design Trends Survey charted a seven percent increase in the popularity of both contemporary-styled homes and simpler exterior detailing, but most municipal design guidelines pre-date these trends; inadvertently creating conflict between what is allowed and buyer preference trends. Panelists will discuss these trends, show examples, and provide strategies for municipal leaders to modernize design guidelines without compromising the character of their cities.

## **CONCURRENT SESSIONS**

4:15 – 5:30 p.m.

### **Planning Commission 102: The Nuts and Bolts of Planning (Fundamentals)**

Variances, land use permits, subdivisions, rezonings.....a few of the potpourri of applications that a planning commission deals with. Learn the differences between these applications, what to look for, what authority you have and what kinds of findings need to be made.

### **Legislative Update (Emerging Issues)**

Learn about the top issues that are trending in the legislature so far this year, and the significance for city planning commissioners. Hot topics will be discussed by the League's legislative staff.

## **NETWORKING RECEPTION**

5:30 – 6:30 p.m.

Take this opportunity to network with your peers from throughout the state after a full afternoon of educational sessions.



For speaker information, go to  
[www.cacities.org/plannersed](http://www.cacities.org/plannersed)



# Thursday

## APRIL 5

### REGISTRATION OPEN

7:30 a.m. – 2:00 p.m.

### NETWORKING BREAKFAST

7:45 a.m. – 8:45 a.m.

### CONCURRENT SESSIONS

9:00 – 10:15 a.m.

#### What Happens Before Project Approval? (Fundamentals)

You have minutes to distill down years of work that includes public meetings, community concerns, design modifications, and more. Join us on a journey from first preliminary applications to project approval through the eyes of a planner, planning commissioner, and a developer. Gain valuable insight and information about the plan review process, how planning departments and planning commissions play a role in shaping development, and how developers address challenges that come up during review. Walk away with a comprehensive understanding of everything that goes on before the vote.

#### Infill Projects: Ensuring Neighborhood Compatibility (Emerging Issues)

Many cities have experienced the transition from large developments to small infill projects. In many cases, new proposed infill projects can dramatically change the compatibility with, and character of, the neighborhood. Learn about some of the things planners are doing to ensure developers' rights to build while protecting the community.

## CONCURRENT SESSIONS

10:30 – 11:45 a.m.

### The Role of a Planning Commissioner (Fundamentals)

Congratulations on your appointment to the Planning Commission! Now what? Receive tips from seasoned and experienced commissioners on how to survive on the Planning Commission.

### What You See Depends On Where You Sit (Emerging Issues)

“A planner, a commissioner and an attorney all walk into the room...” Not the beginning of a joke, but rather the beginning of a Commission meeting. Everyone in the room has a different perspective that is the result of their responsibilities. During this session, we’ll hear from a City Attorney, a Planning Commissioner, and Planning Director on what they each focus on during the meeting. We’ll discuss the most important part of the meeting to each, how their perspective on public input may differ, and what happens when the Commission does something unexpected.

## NETWORKING LUNCH

11:45 a.m. – 1:00 p.m.

## CONCURRENT SESSIONS

1:15 – 2:30 p.m.

### CEQA 101 (Fundamentals)

CEQA, MMRP, Statement of Overriding Considerations, NEPA, LOS...terms that can make your head swim. Experts translate the California Environmental Quality Act, explain its purpose and provide handy tips on using CEQA to make projects better. A great session for new and seasoned commissioners alike.



For speaker information, go to  
[www.cacities.org/plannersed](http://www.cacities.org/plannersed)

### **CITYTALKS (Emerging Issues)**

#### **Planning Acronyms and What You Need to Know (1:15 – 1:35 p.m.)**

CEQA, LOS, V/C, ROW, NOP, NOD, VMT, NTS, CL, FG, CY and the list goes on. Have you ever found something on the plans or in a report that you can't understand? This session will uncover and explain many of the most commonly used acronyms and what they mean. This session includes CEQA acronyms, traffic engineering acronyms, civil engineering acronyms, and architectural acronyms. You will gain instant insight and understanding into a world dominated by acronyms and abbreviations.

#### **"Millennial Mindset" and Planning: A Creative Problem Solving Approach (1:40 – 2:00 p.m.)**

Embrace the "millennial mindset" to design your community for high quality of life. This session will help you understand the "millennial mindset" optimism and creative lifestyle design and why this mindset is an effective planning tool. Learn simple techniques to implement this mindset in your community. Listeners will return to their communities inspired with an optimistic outlook to reframe complex challenges into creative opportunities.

#### **In the Trenches with Your General Plan (2:05 – 2:25 p.m.)**

The general plan is more than the legal underpinning for land use decisions. It is a vision about how a community will grow, reflecting community priorities and values while shaping the future. It is critical for Planning Commissioners to understand the purpose and role of general plans. This session will provide an overview of general plan history and current policy trends. We will discuss the importance of the general plan and how Planning Commissioners use the document regularly to make land use decisions and environmental determinations.



For speaker information, go to  
[www.cacities.org/plannersed](http://www.cacities.org/plannersed)

## CONCURRENT SESSIONS

2:45 – 4:00 p.m.

### Ask An Expert! (Fundamentals)

Aside from your expert planning staff, there are many specialists or experts who provide the Planning Commission with information that help Commissioners reach a decision on a proposed matter. This session will provide you with an opportunity to ask these experts questions about how they conduct their analysis and reach a determination. For example, how do Traffic Engineers conduct traffic studies and determine whether intersections will be impacted by a proposed project? How do CEQA consultants determine whether an environmental impact is significant or not? How does a City Building Official make sure what you approve is built safely and correctly so you can just focus on the design?

### CITYTALKS (Emerging Issues)

#### Public Records After the *San Jose* Case

(2:45 – 3:05 p.m.)

The California Supreme Court's decision in *City of San Jose v. The Superior Court of Santa Clara County* found that records on local agency employees' personal accounts and devices may be subject to the Public Records Act. This forum will address commonly asked questions concerning the practical effects of the *San Jose* case on local agency practices and procedures under the Public Records Act. Does the *San Jose* case apply to Planning Commissioners? What is a personal email versus a private one? How will emails on private accounts and devices concerning public business be obtained?

#### You Are What You Tweet: An Official Survival Guide (3:10 – 3:30 p.m.)

Use of social media by government officials continues to raise questions more rapidly than courts can provide answers. Presented by a specialist in social media and the law, this cutting edge session will cover: the First Amendment and privacy; Brown Act and public records concerns; avoiding the appearance of conflict and bias; use of social media in litigation; and social media policies and practices for public entities and local agency officials.

# Thursday

## APRIL 5

### **CITYTALKS** (Emerging Issues), *Continued*

#### **Free Tools & Resources for Planning Commissioners** (3:35 – 3:55 p.m.)

In this interactive presentation, planning commissioners will learn about the latest tools available that may help in the process of understanding the projects they are reviewing. These tools are free and simple, yet powerful. The presentation will include real examples of these tools and how they were used on real projects.

### **JOINT SESSION**

4:15 – 5:30 p.m.

#### **What Planners Need to Know About City Finance Today** (Fundamentals and Emerging Issues)

Learn the essentials and the latest hot topics in city finances in this session specially geared to city planners and planning commissioners. Hear about the rules and trends in taxes, fees and other city revenues, the relationship with the state budget, problems and prospects for reform. Explore the valid relationship of city finances with land use planning, and get your questions answered about the most pressing fiscal issues facing cities.

## Save The Date:

### **2018 ANNUAL CONFERENCE & EXPO**

**September 12 - 14**

Long Beach  
Convention Center





# Friday

## APRIL 6

### **BREAKFAST SESSION**

7:00 – 8:00 a.m.

#### **Burning Questions, No Judgment**

**(Fundamentals and Emerging Issues)**

Have a question that you are afraid to ask in a public meeting or feel that you should already know the answer to? Join us in a “safe” environment to receive answers to your most burning questions, and hear questions from your colleagues.

### **JOINT SESSION**

8:15 – 9:30 a.m.

#### **City of Dysfunction Junction: How to Conduct an Effective and Respectful Planning Commission Meeting**

**(Fundamentals and Emerging Issues)**

Enjoy a popular and hilarious mock planning meeting skit, where you will learn some do's and don'ts for when you are seated on the dais.

### **LATE BREAKING SESSION**

**(Fundamentals and Emerging Issues)**

9:45 – 10:45 a.m.

Watch for details to be released prior to the conference.

### **CLOSING GENERAL SESSION AND KEYNOTE SPEAKER**

11:00 a.m. – 12:30 p.m.

Join us for the closing session of the conference. Watch for details on speakers in the near future!

# General INFORMATION

All attendees must register for the conference prior to reserving a hotel room. Registration is not complete until full payment is received. The League is unable to accept purchase orders. Once registration is complete, you will be directed to the housing reservations page.

- For online registration, go to [www.cacities.org/events](http://www.cacities.org/events) and select "Planning Commissioners Academy".
- To request a mail-in registration form, contact [mdunn@cacities.org](mailto:mdunn@cacities.org).

**Registration must be received by Friday, March 2, 2018. After this date, please register onsite if space is still available.**

## COSTS/FEES

**Full registration** includes electronic access to all program materials, admission to all sessions, two breakfasts, one lunch, and a Wednesday evening reception.

### Full Conference

City Planning Commissioners/ City Planning Directors/ City Staff .....	\$575
All Others – company, consultant, League Partners.....	\$700
Non-Member City Planning Commissioners/ City Planning Directors/ City Staff .....	\$1,575

### One Day Registration

City Planning Commissioners/ City Planning Directors/ City Staff .....	\$300
All Others – company, consultant, League Partners.....	\$475
Non-Member City Planning Commissioners/ City Planning Directors/ City Staff .....	\$1,300
Spouse (Wednesday Reception Only).....	\$40

**Note:** *The spouse fee is restricted to persons who are not city or public officials, are not related to any League Partner or sponsor, and would have no professional reason to attend the conference. It includes admission to Wednesday's reception only. There is no refund for the cancellation of a spouse registration. It is not advisable to use city funds to register a spouse.*

## AB 1234 ETHICS TRAINING Workshop Registration

Workshop registration available only after conference registration is complete – No additional cost.

### CANCELLATIONS

Refunds of rate paid, minus \$75 processing charge, will be made for cancellations submitted in writing to [mdunn@cacities.org](mailto:mdunn@cacities.org) and received by Friday, March 2. There are no refunds for cancellations after this date. Substitutions can be made onsite.



If you require special accommodations related to facility access, transportation, communication and/or diet, please contact our Conference Registrar by Friday, March 2, at [mdunn@cacities.org](mailto:mdunn@cacities.org).

### HOTEL INFORMATION & RESERVATIONS

Hotel reservation changes, date modifications, early check-out, or cancellations made prior to **Friday, March 2** must be done through the online reservation link you received when registering for the conference. Use your confirmation/acknowledgement number to access your reservation to make changes. Once the March 2 deadline has passed, please contact the hotel directly with any changes or cancellations. Please note that any hotel cancellations after the housing deadline has passed may incur a financial penalty or a minimum one-night room charge or attrition fees.

#### Hyatt Regency Monterey

1 Old Golf Course Road, Monterey, CA 93940

Hotel Rate (per night): \$209 – Single/Double Occupancy (plus tax and fees)

*\*Please DO NOT book outside of the League hotel block if space is still available. This will cause an increase in event costs, liabilities and higher registration rates.*

Parking (per day): Complimentary Self & Valet Parking (subject to change)

**PLEASE NOTE:** The information you provide to the League when registering for a League conference or meeting may be shared with the conference or meeting hotel(s). The hotel(s) will also share with the League the information you provide to the hotel(s) when you make your hotel reservation for the conference or meeting. The information shared between the League and the hotel(s) will be limited to your first name, last name and dates/length of stay in the hotel.





1400 K Street, Ste. 400  
Sacramento, CA 95814  
[www.cacities.org](http://www.cacities.org)

**Join us for the  
2018 Planning Commissioners Academy**  
For speaker information, go to [www.cacities.org/plannersed](http://www.cacities.org/plannersed)

# February

## **6a.**





## **CITY OF SIGNAL HILL**

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

February 20, 2018

### **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  
January 16, 2018  
7:00 P.M.**

**CALL TO ORDER**

Vice Chair Parker called the meeting to order at 7:00 p.m.

**ROLL CALL**

The Commission Secretary conducted roll call.

Present:      Commissioner Carmen Brooks  
                 Commissioner Jane Fallon  
                 Commissioner Chris Wilson  
                 Vice Chair Victor Parker

Absent:        Chair Rose Richárd

Staff present:

- 1)      Community Development Director Scott Charney
- 2)      Senior Planner Colleen Doan
- 3)      Assistant Planner Ryan Agbayani
- 4)      Assistant City Attorney Elena Gerli

In addition, there were 12 people in attendance.

**PLEDGE OF ALLEGIANCE**

Vice Chair Parker led the audience in reciting the Pledge of Allegiance.

**PUBLIC BUSINESS FROM THE FLOOR**

Rathana So, Community Manager at Zinnia, introduced herself and made herself available for any questions from the Commission.

**PUBLIC WORKSHOP**

- a.      Preliminary Review of a Nine Building Industrial Development Totaling 151,000 Square Feet

Community Development Director Scott Charney made introductory comments prior to the presentation of the staff report.

Senior Planner Colleen Doan gave the staff report.

Commissioner Brooks asked what types of tenants are anticipated to occupy these industrial spaces.

Commissioner Fallon asked a clarifying question regarding the possible timeline for construction.

Commissioner Wilson asked for a progress report on the CEQA requirements.

Steven Christie, representing Xebec Realty, introduced himself to answer the Commissioners' inquiries.

The intended tenants are small businesses, such as interior design businesses, small furniture companies, or personal storage of vehicles/toys. For their previous projects (outside of Signal Hill), they have seen other "non-traditional" types of businesses, such as a dance studio or church.

In regards to timeline, the applicant is hoping to obtain permits in September or October of 2018. The actual construction is anticipated to take a year, with an overall construction completion date of September or October of 2019.

For CEQA, Mr. Christie stated that the Water Board will serve as one of the lead agencies in ensuring environmental compliance. Xebec needs to prepare and submit a traffic study, and staff has not yet completed their environmental analysis.

Vice Chair Parker asked if the traffic study will take into account the surrounding areas, such as the neighboring residential units, elementary school, and Health Sciences University. He also asked for the average square footage of the proposed tenant spaces.

Mr. Christie confirmed that the future traffic study will include an assessment of the surrounding uses. He stated that the average tenant spaces will be around 10,000 square feet per unit.

Commissioner Brooks inquired about the applicant's motivation to bring the item to the Planning Commission as a public workshop prior to the design plans being finalized.

Steven Christie stated that they did not anticipate that the design review process would take the amount of time it has. The building and site plan design is a critical path item which dictates all subsequent actions; however, he expressed his confidence that his team has a good understanding of what is further required with respect to design.

Vice Chair Parker then opened the floor to public comment.

Jeremy Jones, property owner of 2148 Gaviota Avenue, expressed his concerns regarding the design of the buildings along Gaviota Ave, the interface with the adjacent

residences, parking restrictions within the industrial complex, landscaping, and screening of rooftop mechanical equipment.

Josh Legere, tenant at 2254 Gaviota Avenue #14, expressed his concern regarding the safety of the children at the nearby elementary school given the increased vehicular traffic. Furthermore, he questioned the proposed industrial use of the development, given that he believes that manufacturing jobs are on the decline.

Vice Chair Parker called for a voice vote to approve the staff recommendation to schedule the project for a second public workshop at a later date.

The motion carried 4/0.

### **COMMUNITY DEVELOPMENT DIRECTOR'S REPORTS**

a. Status Update for the 2018 Homeless Count Event

Assistant Planner Ryan Agbayani gave the staff report.

Vice Chair Parker called for a voice vote to receive and file the report.

The motion carried 4/0.

b. New Housing Related Legislation: Housing Accountability Act Reform

Assistant Planner Ryan Agbayani gave the staff report.

Vice Chair Parker called for a voice vote to receive and file the report.

The motion carried 4/0.

### **CONSENT CALENDAR**

It was moved by Commissioner Wilson and seconded by Commissioner Brooks to receive and file Consent Calendar.

The motion carried 4/0.

### **COMMISSION NEW BUSINESS**

Commissioner Wilson wished everyone a Happy New Year.

Vice Chair Parker thanked staff for the informative Director's Reports on the new California housing legislation.



## **ADJOURNMENT**

It was moved by Commissioner Wilson and seconded by Commissioner Fallon to adjourn to the next regular meeting of the Planning Commission to be held on Tuesday, February 20, 2018, 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 Parker adjourned the meeting at 7:55 p.m.

---

Chair

Attest:

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Scott Charney  
Commission Secretary

*February*

**6b.**





## **CITY OF SIGNAL HILL**

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

February 20, 2018

### **AGENDA ITEM**

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

**FROM: SCOTT CHARNEY  
COMMUNITY DEVELOPMENT DIRECTOR**

**SUBJECT: CITY COUNCIL FOLLOW-UP**

### **Summary:**

Below for your review is a brief summary of the City Council's actions from the last City Council meeting.

### **Recommendation:**

Receive and file.

### **Background and Analysis:**

- 1) At the January 23, 2018, City Council meeting:
  - Staff announced the upcoming 2018 Homeless Count event.
  - The City Council introduced Zoning Ordinance Amendment 17-02, and adopted General Plan Amendment 17-01 and Negative Declaration 11/22/17(1), all regarding the City Dog Park.
  - The City Council introduced Zoning Ordinance Amendment 17-03, correcting a clerical error in the Signal Hill Municipal Code.
- 2) At the February 13, 2018, City Council meeting:
  - Mayor Wilson introduced Angelina Garcia, newly appointed Deputy Administrative Services Officer/Finance Director.
  - The City Council conducted the second reading of Ordinance No. 2018-01-1499. The Ordinance is adopted and will become effective on March 15, 2018.
  - The City Council conducted the second reading of Ordinance No. 2018-01-1500. The Ordinance is adopted and will become effective on March 15, 2018.
  - The City Council held a workshop regarding the fee study recently conducted. A second workshop will be scheduled in the near future, and all Commissioners are welcome to attend.

*February*

**6c.**





## **CITY OF SIGNAL HILL**

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

February 20, 2018

### **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.

**City of Signal Hill  
Community Development Department  
Development Status Report  
February 20, 2018**

**Commercial-Industrial**

<b><u>Address</u></b>	<b><u>Project Description</u></b>	<b><u>Application</u></b>	<b>REVIEW</b>			<b>SPDR/CUP</b>			<b>CTL</b>			<b><u>Status</u></b>
			<b><u>Director approval</u></b>	<b><u>PC approval</u></b>	<b><u>CC approval</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	
2351 Walnut Avenue	Proposal for a new warehouse (7,904 sf) and office building (first floor: 1,376 sf) (second floor: 675 sf) with associated landscaping, trash enclosure, and parking lot  Applicant: Roger Vititow	Administrative Review  <input checked="" type="checkbox"/> WELO req.	Required	N/A	N/A	Required						<ul style="list-style-type: none"> <li>• Concept plans submitted by agent for prelim planning review (7/17)</li> <li>• Well discovery completed and survey document received</li> <li>• Planning review comments emailed to agent on 7/11/17.</li> <li>• Met with agent on 7/14/17 at public counter to go over design recommendations</li> <li>• Agent resubmitted revised drawings with renderings on 10/5/17.</li> <li>• Met with agent on 10/26/17 at public counter to go over design recommendations.</li> <li>• Agent resubmitted revised drawings on (11/3/17).</li> <li>• Admin SPDR was approved on 11/13/17.</li> <li>• Complete COA's were emailed to the agent on 12/7/17. However, the conditions are currently pending upon applicant's signature.</li> </ul> RA/JH
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  <input type="checkbox"/> WELO req.	N/A	7/15 /15	Required							<ul style="list-style-type: none"> <li>• Community meeting held (2/15).</li> <li>• Planning Commission public hearing on 7/14/15.</li> <li>• A permanent plan to address on-site circulation issues has not been proposed (3/17).</li> </ul> CTD



**City of Signal Hill  
Community Development Department  
Development Status Report  
February 20, 2018**

**Commercial-Industrial**

<b><u>Address</u></b>	<b><u>Project Description</u></b>	<b><u>Application</u></b>	<b>REVIEW</b>			<b>SPDR/CUP</b>			<b>CTL</b>			<b><u>Status</u></b>
			<b><u>Director approval</u></b>	<b><u>PC approval</u></b>	<b><u>CC approval</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	
3201 California Ave.  SHP Inc.	Abandoned well leak testing and WAR review.  Applicant: SHP Inc.	Administrative Review  <input type="checkbox"/> WELO req.	N/A						N/A			<ul style="list-style-type: none"> <li>Methane leak tests approved. Three Well Abandonment Reports (WARs) approved.</li> <li>Development plans are on hold (6/16).</li> </ul> CTD/JH
2370 Walnut Avenue	Remodel for office and auto body repair facility.  Applicant: Beetley Auto Center	Admin. SPDR and Lot Merger										<ul style="list-style-type: none"> <li>Planning review is approved.</li> <li>Lot merger has been submitted for review by City Engineer and 1<sup>st</sup> comments have been provided (10/17).</li> <li>Permit issued for remodel (9/17).</li> <li>Lot merger comments were returned to applicant with a request for Backup documents (02/18).</li> </ul> CTD
2499 PCH	Remodel of commercial laundry.	Admin. SPDR  <input type="checkbox"/> WELO req.										<ul style="list-style-type: none"> <li>Planning and public works review 1<sup>st</sup> comments have been provided to the applicant.</li> <li>Public improvements bond and lot merger are pending.</li> <li>Applicant has indicated they would like to pursue a CUP amendment to extend hours of operation (8/17).</li> <li>Excavation permit to demo wall issued by PW (9/17).</li> <li>Construction permit for interior TI issues on 9-29-17 (10/17).</li> <li>Improvement plans for alley dedication and design are pending (10/17).</li> </ul>


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			<b><u>Director approval</u></b>	<b><u>PC approval</u></b>	<b><u>CC approval</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	
	Applicant: Bill Mylonas											CTD/JH
1501 E. 28 <sup>th</sup> Street	Site paving and LID BMPs for a mobile fueling facility.	Admin. SPDR <input type="checkbox"/> WELO req.										<ul style="list-style-type: none"> <li>Planning, LID &amp; grading approved.</li> <li>Grading &amp; plumbing permit issued (9/17).</li> <li>Grading &amp; paving complete. Install of LID system pending (10/17).</li> </ul>
	Applicant: Chuck Bleumel											CTD
2020 Walnut Avenue	Preliminary review of an 110,300 SF industrial park.	ZOA, Parcel Map and SPDR pending  <input type="checkbox"/> WELO req.										<ul style="list-style-type: none"> <li>Preliminary review 1<sup>st</sup> and 2<sup>nd</sup> comments have been provided to applicant and submittal is pending (8/17).</li> <li>Applicant has revised plans, conducted a developer outreach mtg. and participated in the City's neighborhood mtg.</li> <li>Incomplete, conceptual plans were reviewed by PC at a workshop on Jan. 16, 2018 (1/18).</li> <li>Partial revised plans submitted 2/08/18.</li> <li>Staff sent notice to meet and go over the missing, or incomplete items on 2/14/18.</li> </ul>
	Applicant: Xebec											CTD
2953 Obispo Ave.	A request to allow indoor soccer as a conditionally permitted use in the City.	ZOA CUP <input type="checkbox"/> WELO req.	N/A	Required	Required							<ul style="list-style-type: none"> <li>Deposit submitted to begin coordination of workshops w/HOAs (7/14).</li> <li>Applicant requested to temporarily postpone request (12/14).</li> <li>Applicant submitted ZOA application to allow the indoor</li> </ul>

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Futsal Indoor Soccer	Applicant: Mike Biddle											<p>soccer use and a CUP to operate at the subject location.</p> <ul style="list-style-type: none"> <li>A workshop was conducted at the May PC mtg.</li> <li>Staff has conducted two evening site inspections and will schedule neighborhood and Commission visits, research parking standards, and prepare for a second neighborhood meeting in preparation of a zoning ordinance amendment and CUP for the use (8/17).</li> </ul> <p>CTD</p>
1136 Willow St.  Micro-brewery ZOA/CUP	<p>Application for a ZOA to allow brewing and tasting rooms w/allowance for food trucks in industrial zones.</p> <p>Applicant: Daniel Sundstrom</p>	<p>ZOA 16-04 CUP 16-02</p> <p><input type="checkbox"/> WELO req.</p>	N/A	6/21/16	7/12/16	<p>Building Permit Issued: 11/28/16</p> <p>Building Permit Finaled: 9-1-17</p>			<p>5/22/18</p>  <p>Cert of Occ. Issued: 9-1-17</p>			<ul style="list-style-type: none"> <li>Planning Commission workshop held 5/17/16 to discuss the ZOA and CUP.</li> <li>City Council approved on 7/12/16, and the ordinance became effective on 8/25/16.</li> <li>Building permit issued on 11/28/16.</li> <li>Plumbing installation completed and inspected. (6/17)</li> <li>Grand Opening on September 16th (9/17).</li> <li>A neighborhood meeting will be scheduled for March 2018 per CUP cond. (10/17).</li> <li>Sign permit issued (11/17).</li> </ul> <p>CTD/JH</p>




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2750 Rose Avenue  Collision and auto body repair CUP	Application for a CUP to allow vehicle body repair and painting as an Auto Center accessory use.  Accessory Dealership: Mercedes Benz Applicant: Class Auto Center Inc.	CUP 16-03  <input type="checkbox"/> WELO req.	N/A	11/15/16	12/13/16							<ul style="list-style-type: none"> <li>Planning Commission recommended approval on 11/15/16.</li> <li>City Council approved on 12/13/16.</li> <li>Outdoor storage was removed. The draft parking covenant was approved by legal counsel and will be recorded by the applicant (2/18).</li> </ul> CTD
999 Willow Avenue  Bldg. remodel	Remodel of commercial bldg.  Applicant: 2H Construction LLC	Admin SPDR  Admin SPDR										<ul style="list-style-type: none"> <li>Planning Review 1<sup>st</sup> comments have been circulated to applicant and reviewed at a mtg. w/ Planning and Public Works and revisions are pending (8/17).</li> <li>Revised plans submitted and approved by Planning.</li> <li>1<sup>st</sup> plan check comments have been issued (12/19/17).</li> <li>Applicant re-submittal is pending (2/18).</li> </ul> CTD
2501 Cherry Avenue 701 E. 28 <sup>th</sup> Street	Request to install solar panels over parking areas and on roof tops of existing commercial buildings.  Applicant: Orion Systems Inc.	Admin SPDR  <input type="checkbox"/> WELO req.	7/3/17	N/A	N/A							<ul style="list-style-type: none"> <li>Admin. Planning approval. Plan check submittal pending (7/17).</li> <li>Plans submitted; &amp; sent to CSG (9/17).</li> <li>1<sup>st</sup> submittal comments routed back to applicant.</li> <li>Unauthorized tree removal repair actions pending (12/17).</li> <li>No landscape plans have been received (1/18).</li> <li>Applicant re-submittal received for 2<sup>nd</sup> plan check 2/13/18.</li> </ul>

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			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1<sup>st</sup> Ext.</u>	<u>2<sup>nd</sup> Ext.</u>	<u>Expires</u>	<u>1<sup>st</sup> Ext.</u>	<u>2<sup>nd</sup> Ext.</u>	
												CTD/JH
2775 E Willow Street	New outdoor storage area with retaining wall at north property line and (8' high) security fence around the perimeter of the property  Applicant: Jim Kirby (LA Prep, INC.)	Admin SPDR	9/11/17	N/A	N/A				10/08/19 			<ul style="list-style-type: none"> <li>Received initial inquiry for project on 3/14/17.</li> <li>Planning, Building, and Public Works Departments gave approval for the grading and retaining wall plans on 9/11/17.</li> <li>Retaining wall, grading, and paving permits were issued on 10/18/17.</li> <li>Building permit for perimeter fence was issued to fence contractor on 11/30/17.</li> <li>Site is currently under construction 2/18</li> </ul>
2475 Cherry Avenue	TI of former Fresh & Easy grocery, including a new outdoor dining space  Bldg. remodel	CUP 17-01 SPDR 17-04	N/A	8/15/17	9/12/17	9/12/18			Internal Permit Issued 11/1/17 10/20/19  External Permit Issued 12/13/17 12/03/19 			<ul style="list-style-type: none"> <li>External plans have been approved and permit is ready to issue (12/17).</li> <li>1<sup>st</sup> review of Industrial Waste (IW) Permit completed w/comments.</li> <li>Internal TI plans have been approved and permit issued on 12/13/17.</li> <li>Revised plans and application for IW permit pending (12/17).</li> <li>Planned opening February 17, 2018. Inspections ongoing (1/18).</li> <li>Landscape/WELO plan approval pending (2/18).</li> <li>Grand Opening expected on 2/17/2018.</li> </ul>
												CD

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**Business Licenses and Permit Summary**

- Planning Department staff reviewed and approved 9 business licenses.
- Building Department staff issued 16 permits including 1 residential solar permits. The valuation of the projects is approximately \$502,850.00 with permit revenues at \$4,763.00.

**Training/Tours/Events**

- Senior Planner, Colleen Doan attended an educational session on SB 375.
- Senior Planner, Colleen Doan participated in a webinar on affordable housing legislation.

**Ongoing / Upcoming Projects**

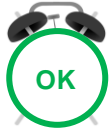
- Conceptual plans for the Heritage Square/CBD project continue to be refined.
- The City Attorney, City Manager, and city staff continue to meet with SHP regarding a master development agreement for future projects citywide.





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**Auto Center Vehicle Storage/Auction**

<u><b>Address</b></u>	<u><b>Project Description</b></u>	<u><b>Application</b></u>	<u><b>Term I</b></u>				<u><b>Term II</b></u>	<u><b>Status</b></u>
			<u><b>Term</b></u>	<u><b>Submit Permanent Improvement Plan</b></u>	<u><b>Review/ Approve Permanent Improvement Plan</b></u>	<u><b>Extension</b></u>	<u><b>Install Permanent Improvements</b></u>	
1250 28 <sup>th</sup> Street	Auto Center Vehicle Storage Yard  Property Owner: SHP Applicant: Honda	Permanent Improvement Terms	Expires 8/12/19 	Tentatively 4/2017	PC Review of permanent improvements plan is on hold.	Optional 1 year	TBD	<ul style="list-style-type: none"> <li>• Deposit payment was paid (8/16).</li> <li>• Business license was issued (8/16).</li> <li>• Compliance Plan approved w/final edits (9/16).</li> <li>• Non-oil field related storage removal is still pending and staff have inquired about the removal time frame (4/17).</li> <li>• Following the recent rainfall, a plan to improve stormwater BMP's was developed and installation of improvements is pending (5/17)</li> <li>• Storage removal is pending per the Compliance Plan.</li> <li>• SHP has indicated that they will likely not extend the lease beyond the current 3 year term. Therefore they will not be preparing a permanent improvement plan. Unrelated on-site storage removal is nearly complete.</li> <li>• Erosion control maintenance items have been improved (12/17).</li> </ul> CTD
1241 Burnett Street	Dealer's Choice Auto Auction.  Applicant: Lee Crecelius	Permanent improvements pending						<ul style="list-style-type: none"> <li>• Relocated Mercedes Benz auto auction site from auto center at Mercedes to subject location. Permanent improvement plans have been postponed (2/18).</li> </ul> CTD

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**Auto Center Dealership Improvements**

<b><u>Address</u></b>	<b><u>Project Description</u></b>	<b><u>Application</u></b>	<b>REVIEW</b>			<b>SPDR/CUP</b>			<b>CTL</b>			<b><u>Status</u></b>
			<b><u>Director approval</u></b>	<b><u>PC approval</u></b>	<b><u>CC approval</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	
1500 E. Spring Street	<p>Honda Expansion Revision:</p> <p>A request to make improvements at the existing auto dealership, including:</p> <ul style="list-style-type: none"> <li>• 802 sf showroom addition;</li> <li>• 262 sf office area addition;</li> <li>• 1,300 sf service dept. write-up area; and</li> <li>• New facade treatment and signage.</li> </ul>	<p>SPDR 17-02</p> <p><input type="checkbox"/> WELO req.</p>	N/A	3/22/17	N/A							<ul style="list-style-type: none"> <li>• Application for a SPDR received on 2/7/17.</li> <li>• The previous 2/21/17 approval was rescinded. PC approved a new application with revised plans on 3/22/17.</li> <li>• Applicant submitted plans for building plan check on 4/4/17. Both Building and Planning plan checks were completed on 5/9/17.</li> <li>• The applicant submitted a modified exterior lighting plan (rectangular fixtures) on 4/20/17 and went to public hearing on 5/16/17.</li> <li>• Planning Commission upheld existing standard of rounded light fixtures and denied the Honda's proposed rectangular fixtures.</li> <li>• Plans for temporary trailers submitted and approved</li> <li>• Project is currently under construction (12/17).</li> <li>• Drywall complete. Stucco started (12/17).</li> <li>• Submittal package for sign permits was approved by both Planning and Building Safety on 12/13/17. Permits are ready for issuance.</li> </ul>

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**Auto Center Dealership Improvements**

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	Applicant: Goree Architects for Long Beach Honda											<ul style="list-style-type: none"> <li>Projected opening February 1, 2018. Stucco and LID excavation inspected (1/18).</li> </ul> RA
1400 Spring St.  City of SH Successor Agency	In preparation for a new Mazda dealership.  Applicant: City Successor Agency and Glenn E. Thomas	SPDR pending  <input type="checkbox"/> WELO req.										<ul style="list-style-type: none"> <li>Methane leak tests completed and approved.</li> <li>Two WARs have been submitted and approved.</li> <li>DDA and Neg. Dec were approved, by Council on 6/13/17.</li> <li>Applicant is working on SPDR submittal (2/18).</li> </ul> EM

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**Wireless Communication Facilities**

<b><u>Address</u></b>	<b><u>Project Description</u></b>	<b><u>Application</u></b>	<b>REVIEW</b>			<b>SPDR</b>			<b>CTL</b>			<b><u>Status</u></b>
			<b><u>Director approval</u></b>	<b><u>PC approval</u></b>	<b><u>CC approval</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	<b><u>Expires</u></b>	<b><u>1<sup>st</sup> Ext.</u></b>	<b><u>2<sup>nd</sup> Ext.</u></b>	
2411 Skyline Dr.	A request to add 2 new Tower Dishes and 3 Antennas, to the Cell Tower as allowed by CUP 99-05 (Cal. Internet).  Applicant: Crown Castle	Administrative to add equipment allowed under CUP 99-05	✓	N/A	N/A	Building permit issued 2/5/16						<ul style="list-style-type: none"> <li>Revised plans for Telepacific equipment approved and bldg. permits issued (6/17).</li> <li>Applicant working with SCE for power (10/17).</li> <li>No inspection requested yet (1/18).</li> </ul> CTD/JH
2411 Skyline Dr.	Request to install (5) new MW flat panel antennas, 5 ¼ feed lines, and new mounts  Applicant: Crown Castle on behalf of Vectus, Inc.	Administrative to add equipment allowed under CUP 99-05	✓	N/A	N/A							<ul style="list-style-type: none"> <li>Received submittal checklist and documents.</li> <li>Emailed preliminary zoning comments to agent on 10/17/17.</li> <li>Agent resubmitted the FCC compliance report. A follow-up correction email was sent to the agent on 11/17.</li> <li>Spoke to a representative from applicant's consultant firm on 12/4/17 to discuss outstanding corrections. A follow-up email was also sent.</li> <li>The applicant resubmitted a revised compliance report on 1/4/18. Compliance report is currently under review.</li> <li>Review of FCC compliance report is completed. Applicant is cleared to submit for building plan check.</li> </ul> RA

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			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1<sup>st</sup> Ext.</u>	<u>2<sup>nd</sup> Ext.</u>	<u>Expires</u>	<u>1<sup>st</sup> Ext.</u>	<u>2<sup>nd</sup> Ext.</u>	
2411 Skyline Dr.	Request to install 4 new MW flat panels, 4 feedlines, new mounts and equipment in existing shelter.  Applicant: Crown Castle on behalf of Spectrumlink Inc.	CUP 99-05 Amendment required per audit totals exceeded.		TBD								<ul style="list-style-type: none"> <li>Applicant is requesting auto approval per co-location legislation.</li> <li>Per City Attorney review of State co-location law, request was approved with “no significant change” determination (2/18).</li> </ul> CTD
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	✓	N/A	N/A							<ul style="list-style-type: none"> <li>Plans ready for permit issuance, applicant notified on 5/16 and 9/16.</li> <li>Third reminder sent (1/17).</li> </ul> CTD
2525 Cherry Avenue	Removing and replacing the 3 existing antennas	Administrative to modify CUP 02-01	✓	N/A	N/A							<ul style="list-style-type: none"> <li>Building permit ready for issuance 1/26/16.</li> <li>Reminders sent to applicant for permit issuance on 3/16, 7/16, 9/16, and 12/16.</li> <li>Final reminder sent notifying the applicant that the plans will expire on 1/25/17.</li> <li>Building permit issued on 1/13/17.</li> <li>No inspection requested yet. (11/17).</li> </ul> CTD/JH
2525 Cherry Avenue (cont.)	Applicant: Core Dev. for Sprint											

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2201 Orange Avenue	Remove 3 existing antennas and replace them with 3 antennas which are the same size and shape  Applicant: Crown Castle for T-Mobile	Administrative to modify 07-04	✓	N/A	N/A							<ul style="list-style-type: none"> <li>• Building permit issued on 12/7/16.</li> <li>• No inspection requested yet (11/17).</li> </ul> CTD/JH
1220 E. Hill St.	Installation of a new (67'+/-) Verizon Wireless Monopalm with Related Equipment  Applicant: Peter Cavanna	Administrative	✓	N/A	N/A							<ul style="list-style-type: none"> <li>• Application with deposit was received on 8/7/17</li> <li>• Correction list of first review was emailed to applicant-agent on 9/11/17.</li> <li>• Agent has been emailing me with clarifying questions. Resubmittal package was received via FedEx.</li> <li>• Routed one set of plans to Building Safety and one set of plans to Public Works for review.</li> <li>• Conditions of Approval are pending upon receipt of conditions from the two departments. (2/18)</li> </ul> RA



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**Residential**


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			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1<sup>st</sup> Ext.</u>	<u>2<sup>nd</sup> Ext.</u>	<u>Expires</u>	<u>1<sup>st</sup> Ext.</u>	<u>2<sup>nd</sup> Ext.</u>	
2518 Willow St.	New front entry electronic gate w/stone veneer pilasters, update guard shack  Applicant: Willow Ridge Homeowners Association	Administrative Review  <input type="checkbox"/> WELO req.	✓	N/A	N/A	Building Permit Issued 6/2/16						<ul style="list-style-type: none"> <li>Building permit issued 6/2/16.</li> <li>Front gate installed and inspected.</li> <li>Landscaping being installed (8/17).</li> <li>New monument sign completed (10/17).</li> <li>Contacting applicant regarding final inspection (2/18)</li> </ul> CTD/JH
2016 E. 19 <sup>th</sup> St	441 sf addition for a new bedroom, new bathroom and new detached 2-car garage to an existing single-family dwelling  Applicant: Miguel Munoz	Administrative Review  <input type="checkbox"/> WELO req.	✓	N/A	N/A	Building Permit Issued: 11/21/16			11/21/17 	02/19/18 		<ul style="list-style-type: none"> <li>Building permit issued 11/21/16.</li> <li>Construction seems to have stalled.</li> <li>A CTL letter with extension info was posted and sent (11/17).</li> <li>Applicant requested a 90 day extension.</li> <li>Notice letters were sent, comment period ended 11/20/2017.</li> <li>90 day extension approved. 11/21/2017.</li> <li>No further construction observed (1/18).</li> <li>Staff mailed and posted a letter for a final extension request (2/18).</li> </ul> CTD/JH
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  <input type="checkbox"/> WELO req.	N/A	4/14/15	N/A	Building Permit Issued 4/15/16			5/31/17 	6/04/17 	3/04/18 	<ul style="list-style-type: none"> <li>Applicant requested and was granted a 50 day CTL extension by the Community Development Director due to rain delays (4/17).</li> <li>2<sup>nd</sup> extension request for 200-day extension granted.</li> <li>Project is on track to meet new CTL deadline for next month (2/18).</li> </ul> CTD/JH

## Residential

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**City of Signal Hill  
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			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1<sup>st</sup> Ext.</u>	<u>2<sup>nd</sup> Ext.</u>	<u>Expires</u>	<u>1<sup>st</sup> Ext.</u>	<u>2<sup>nd</sup> Ext.</u>	
	Applicant: Seth Sor for Kimberly and Phat Ly											<ul style="list-style-type: none"> <li>Foundation started (12/17).</li> <li>Foundation for fence inspected (1/18).</li> </ul> RA
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 16-05 <input type="checkbox"/> WELO req.	N/A	Required	N/A							<ul style="list-style-type: none"> <li>Leak test passed, vent cone was not installed (2/15). Well survey and access exhibit approved (9/15).</li> <li>Story poles were installed 1 month late and a letter extending the comment time frame was mailed.</li> <li>The extended comment time frame ended on 8/12/16.</li> <li>One request for a view analysis was made and the report has been prepared. Revisions to the design to improve views have not been submitted; however, new story poles have been installed (8/17).</li> <li>Staff received a call indicating the property was on the market for sale and have received several inquiries (12/17).</li> </ul> CTD
2366 Cerritos	490.5 sf addition for a new master bedroom, new bathroom and new family room to an existing single-family dwelling  Applicant: Antonio Quintero	Administrative Review <input type="checkbox"/> WELO req.	✓	N/A	N/A	Building Permit Issued: 11/07/17			11/02/18 			<ul style="list-style-type: none"> <li>Building permit issued 11/07/18. (11/17)</li> <li>No inspections requested to date (2/18).</li> </ul> CTD/JH

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2055 N. Terrace Drive	SFGD remodel and elevator install, Phase I View Analysis and request for Reasonable Accommodation  Applicant: Rama Singhal	Admin. SPDR	9/13/17	NA	NA	9/13/18 Building Permit Issued 10/11/17			04/09/18 			<ul style="list-style-type: none"> <li>Applicant submitted a written request for Reasonable Accommodation for elevator encroachment into garage. A Phase I View Analysis was conducted and letters of "No Impact" were received.</li> <li>Permits issued (10/17).</li> <li>Foundation poured (11/17).</li> <li>Stucco inspected (1/18).</li> </ul> CTD

**Large Subdivisions (5 or more lots) and Multi-family Developments**

Crescent Square          Walnut/	25 three-story detached single-family dwellings at the N/E corner of Walnut and Crescent Heights Street on a 3.18-acre lot	SPDR 14-04 ZOA 14-03 VTTM 72594 <input checked="" type="checkbox"/> WELO req.	N/A	8/12/14	9/2/14	Grading Permit Issued 8/29/16  Phase 1 and 2 Building Permits Issued 9/13/17  Phase 3 Building Permits Issued 10/17/17			8/14/19 			<ul style="list-style-type: none"> <li>2 Model home permits issued on 12/7/16.</li> <li>Model construction and landscaping complete (6/23/2017).</li> <li>Foundations in progress for rest of homes.</li> <li>Revisions to the model home parking plan were approved by PC at the July mtg. (7/17)</li> <li>Streets, fences and retaining walls are in process (8/17).</li> <li>DOGGR and BRE clean-up items pending for 8/25 homes.</li> <li>Building permits pulled for Phase 1 and Phase 2 SFDs (9/17).</li> <li>Framing in process (10/17)</li> <li>Building permits pulled for Phase 3 SFDs (11/17).</li> <li>Coordination of approved design details is underway (12/17).</li> </ul>
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Crescent Heights St.	Applicant: Far West Industries											<ul style="list-style-type: none"> <li>Stucco and drywall nearly complete on Phase 1 lots. Phase 2 and 3 framing pending (2/18).</li> <li></li> </ul>
Zinnia (formerly Gundry Hill)	72 multiple-family, affordable units, three and four stories in height and a community building, community garden, tot lot and courtyard with on-site management on a 1.61-acre lot	Administrative Review (SPDR 15-01) <input checked="" type="checkbox"/> WELO req.	Approved 2/18/15	N/A	N/A	Building Permit Issued 11/30/15			11/09/19 			<ul style="list-style-type: none"> <li>Framing for all three buildings are completed, roofing started.</li> <li>Underground utilities installed (3/17).</li> <li>Exterior finishes being applied (5/17).</li> <li>Building One C of O issued 12-1-17.</li> <li>Building Two estimated completion date 1-1-18. (12/17)</li> <li>Building 2 and 3 C of O issued 12-21-17. Residents have begun moving in (1/18).</li> </ul>
1500 E Hill St.	Applicant: Meta Housing											JH/SC
2508 E. Willow (Willow Ridge)	TI: Deck repair to 24 decks  Dumont Engineering for Willow Ridge HOA											<ul style="list-style-type: none"> <li>Plan check approved 9/20/17</li> <li>Permit pulled 10/26/17</li> <li>No inspections requested yet (12/17).</li> <li>Stucco inspected (1/18).</li> </ul>
The Courtyard 1939 Temple Avenue	Residential development on a .6-acre lot for 10 condominium units (5 buildings with 2 attached units) two stories and three stories in height.  SP-21, Courtyard Residential Specific Plan	SPDR 16-02 TTM 74232 ZOA 16-03 (new Specific Plan)  <input type="checkbox"/> WELO req.	N/A	5/17/16	Required							<ul style="list-style-type: none"> <li>2 wells discovered, leak tested and vent cones installed (8/15).</li> <li>View Notice mailed 10/26/15. Planning Commission (PC) workshop #1: 12/15/15.</li> <li>View Notice for revised plans mailed 2/17/16. PC workshop #2: 3/15/16. PC public hearing: 5/17/16.</li> <li>At the 6/28/16 City Council (CC)</li> </ul>

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The Courtyard 1939 Temple Avenue (cont.)	to deviate from current RH zoning for 3-stories height and a reduced front and rear setback.											<p>meeting, CC continued the ZOA to the 9/13/16 CC meeting.</p> <ul style="list-style-type: none"> <li>• New story poles were installed (10/16). Neighborhood meeting held on 10/10/16.</li> <li>• CC held a study session on 12/13/16 and recommended denial without prejudice of ZOA at the next CC meeting.</li> <li>• City Council denied the project without prejudice on 1/10/17.</li> <li>• New project can be submitted without a 1 year waiting period.</li> <li>• As preparation for the new submittal, a neighborhood meeting was conducted to review revised plans.</li> <li>• Following the meeting four new view analyses were requested.</li> <li>• New plans and application were submitted on 3/16/17 and the view analysis was received 4/10/17.</li> <li>• PC workshop was conducted on 5/16/17. PC directed the applicant to:</li> <li>• Clean-up and maintain the site,</li> <li>• Revise the story pole ribbons to match the roof pitch and</li> <li>• Revise the view report photos to be more clear,</li> <li>• Deliver and review the view reports with the residents,</li> <li>• Respond to workshop questions from the public per bldg. heights; and</li> <li>• Revise plans per staff direction (6/17).</li> <li>• Revised plans and view reports were</li> </ul>



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The Courtyard 1939 Temple Avenue (cont.)												received and a neighborhood mtg. was conducted with residents, who requested the additional story poles and ribbons for the northerly bldgs. be installed to accurately reflect roof lines and view impacts (8/17). <ul style="list-style-type: none"> <li>Some new story poles had been installed and revised view analysis reports were sent to residents which now show views being blocked for at least two residents.</li> <li>Certified plans were submitted and developer has indicated they will be lowering the northerly units by approximately 12".</li> <li>View analysis reports will need to be revised to show the height reduction prior to proceeding to the public workshop. (2/18).</li> </ul>
	Applicant: High Rhodes Property Group											CTD
2599 Pacific Coast Highway	Residential SP-10 on a .4-acre lot  1 <sup>st</sup> concept plan had 14 attached units  2 <sup>nd</sup> concept plan had 12 attached units  3 <sup>rd</sup> concept plan had 10 detached units  4 <sup>th</sup> concept plan has 9 detached units	ZOA, SPDR, TTM,	N/A	Required	Required							<ul style="list-style-type: none"> <li>Staff met w/owner who reported an unsuccessful lot consolidation outreach effort (9/12).</li> <li>A revised design (10 units) more closely meets the intent of SP-10.</li> <li>Access &amp; guest parking revised (6/14).</li> <li>PC requested additional design changes. Plan revised to 9 units &amp; met most of the standards. Some buildings still exceed height limit.</li> <li>Condo map and story pole plan were submitted and view analysis request letter was sent 4/1/16.</li> </ul>

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## Residential

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	consisting of (2) two-car garages at rear of property.  Applicant: Tizita and Asrat Bekele											planning team. • Coordinated review with the Building Safety and Public Works Departments. • Drafted Admin SPDR Conditions of Approval. • Emailed final Conditions of Approval to authorized agent on 2/9/18 for signature of applicant.  RA

*February*

**6d.**





## **CITY OF SIGNAL HILL**

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

February 20, 2018

### **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:

- Big Landlords Pile Into Co-Working as WeWork's Ascent Continues
- Inclusive Mobility – Planning Magazine
- LA Launches a \$1.4B Sidewalk Repair Program
- Say Goodbye to Garages as Developers Imagine a Driverless Future
- The Fire This Time – Planning Magazine

### **Recommendation:**

Receive and file.

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<https://www.wsj.com/articles/big-landlords-pile-into-co-working-as-weworks-ascent-continues-1516712400>

MARKETS | PROPERTY REPORT

# Big Landlords Pile Into Co-Working as WeWork's Ascent Continues

Blackstone, Brookfield and Hines are exploring a wide range of deals with shared-space firms like WeWork and Convene



A common room inside a WeWork location in San Francisco. PHOTO: MICHAEL SHORT/BLOOMBERG NEWS

By Peter Grant  
Jan. 23, 2018 8:00 a.m. ET

Co-working is coming of age.

Some of the world's largest landlords, facing weak growth in traditional office rents and occupancies, are investing heavily in what until recently was viewed as a niche office business that catered primarily to technology startups and millennials.

A venture of Brookfield Asset Management [BAM +0.40% ▲](#) and Onex Corp. [ONEX 0.25% ▲](#) is negotiating to buy IWG [IWG -1.01% ▼](#) PLC, which has a market capitalization of £2.48 billion (\$3.46 billion) and operates co-working facilities as well as more traditional offices for small and midsize businesses. On Saturday, the U.K.'s Takeover Panel extended the deadline for the venture to make an offer until Feb. 2. Brookfield declined to comment on the negotiations.

Meanwhile, Blackstone Group [BX +0.95% ▲](#) LP last year purchased the Office Group in a deal that valued the U.K.-based co-working provider at £500 million. Blackstone, Brookfield and Houston-based Hines also are exploring a wide range of deals with new shared-space firms like WeWork Cos., IWG, Industrious and Convene.

The new workplace trend "is certainly something we're spending a lot of time focusing on in our office space business," said Rob Harper, head of U.S. asset management at Blackstone's real estate group.

MORE

- Bank of America Expands Office Space in L.A. January 23, 2018
- No Joy for REIT Investors as Shares Miss Out on the Rally January 23, 2018
- The Latest Perk at Malls: Gas Fill-Ups While You Shop January 23, 2018

Co-working at its core is a new name for a business that has been around for decades. Firms simply lease big blocks of space from landlords and

subdivide it for smaller tenants and provide a range of office services.

But as the economy began to recover after the 2008 recession, a new set of co-working companies led by WeWork found surging demand among young workers for densely packed spaces with hip designs and buzzy vibe.

The changes are permeating most dimensions of the traditional office space business, including lease terms and structure, building financing and even valuations.



Traditional office building investors are watching closely. So is the tech world, given WeWork's stratospheric \$20 billion valuation.

The interest among major landlords is being fueled by the recognition that the co-working business has been one of the few bright spots in the office market during the economic recovery.

Overall, growth in the U.S. market has been much slower than in previous upcycles. Current occupancy in the top 50 markets is roughly 85%, according to research firm Green Street Advisors. It was close to 92% in 2000 and greater than 87% in 2007, Green Street said.

Co-working firms are one of the few sources of growing demand, a point stressed at an October investor presentation by Boston Properties Inc., one of the country's largest office real-estate investment trusts. The firms accounted for 30 million square feet of absorption during the current cycle, or 9.1% of the total, said Owen Thomas, Boston Properties' chief executive.

The firm has cut numerous leasing deals with WeWork. In one high-profile project, Boston Properties, WeWork and Rudin Development, currently are developing a 14-story building in the Brooklyn Navy Yard that will include a food hall, health center, open lawn conference center and access to a new ferry terminal.

"It's clearly an important trend in our business," said Mr. Thomas.

But it also poses headaches for building owners. Up until recently, firms like WeWork have attracted thousands of entrepreneurs and small firms to spaces in major office buildings that in the past didn't serve such tenants.

The co-working approach to office space, especially its focus on flexible and short-term commitments, is beginning to spill over into the more traditional office space businesses, however. Big companies are pressing landlords for space with a hipper vibe, more amenities and that can be expanded and contracted easily.

This will likely increase landlord costs for building out spaces. "If you want to attract and retain tenants, you've got to be a little bit more bling," said Jed Reagan, a Green Street analyst.

Also, because co-working generally uses less space per worker, occupancy likely will decline as big tenants begin to transition to more flexible spaces. If big tenants succeed in reducing lease lengths from the standard 10 or 15 year contracts to a few years, building owners are going to have a tougher time obtaining financing.

"If you're a landlord you have to feel somewhat threatened," said Matt Kopsky, a REIT analyst at financial-services firm Edward Jones.

Landlords are responding with a variety of strategies. Some of the biggest players are buying co-working and flexible-space businesses, like Blackstone did with the Office Group and Brookfield might do with IWG.

Owners also are exploring a wide range of business deals with firms like WeWork and Industrious. In some cases, landlords will simply lease space to co-working businesses. In other cases, landlords are cutting management agreements with co-working companies similar to the kind of deals that hotel owners may cut with hotel brands like Hilton or Marriott.

Brookfield Property Partners, a listed company controlled by Brookfield Asset Management, also has acquired a roughly 18% stake in Convene, which offers co-working spaces as well as on-demand meetings and conferences.

"We're keeping our options alive and open at this point and we've got many," said Ric Clark, chairman of Brookfield Property Partners.

—*Eliot Brown contributed to the article.*

Write to Peter Grant at [peter.grant@wsj.com](mailto:peter.grant@wsj.com)

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# Inclusive Mobility

**Applying universal design  
to how people get around.**

By STEVE WRIGHT *and* HEIDI JOHNSON-WRIGHT



John Morris at the Amputee Coalition National Convention last August in Louisville, Kentucky.

JOHN MORRIS, A FLORIDA-BASED TRAVEL WRITER ([wheelchairtravel.org](http://wheelchairtravel.org)), uses a power wheelchair for mobility. He has explored the accessibility of dozens of public transit systems while on the road in both the U.S. and on four continents. He says that virtually every city in America has a long way to go before they truly offer inclusive mobility. “City planners often fail to recognize the true cost of accessibility barriers in transportation and movement. Just like our able-bodied counterparts, people with disabilities are on a schedule and have places to be: jobs, meetings, appointments, dinners, movies, concerts, sporting events, flights to catch, etc.,” Morris says. “Barriers to accessibility disrupt freedom of movement and place additional hardships on those who use wheelchairs or other assistive devices.”

People with disabilities are a significant part of the population: Nearly 16 million Americans use wheelchairs, canes, crutches, or walkers. Millions more have vision, hearing, or cognitive disabilities that impact how they get around.

Supporting the mobility of all people, regardless of ability, is arguably one of the most important urban planning issues facing public- and private-sector professionals.

#### **Embracing a new philosophy**

From the 1950s to recent times, mobility was largely defined by the ability to buy, finance, maintain, fuel, insure, and park an individual automobile. Outside of very large, older Eastern Seaboard cities, public transit was given second-class status and streets were designed to move more cars faster—sacrificing pedestrian and multimodal mobility.



**Best practices must 'advance shared mobility equity programs targeting people of color, low-income, immigrant, refugee, youth, aging populations, women, LGBTQ, and people with disabilities.'**

—NEW MOBILITY PLAYBOOK, SEATTLE DEPARTMENT OF TRANSPORTATION

A huge shift in philosophy—to make life more affordable, accessible, and healthy—has begun to bring about a focus on universal design that aspires to give urban and suburban people who commute—by foot, by wheelchair, by bicycle, and by public transit—equal standing or priority over automobiles.

This seismic shift can have a profound positive impact on people with disabilities. The complete streets movement, which embraces wider, well-maintained sidewalks; safe, well-marked crosswalks; more accessible bus stops; and better elevator access to underground or elevated commuter rail, also facilitates universal design, giving people of all abilities increased access to housing, jobs, civic opportunities, medical care, recreation, and more.

But for the nearly 57 million Americans who have some kind of disability, challenges remain.

Well-meaning designers who seek to activate the pedestrian realm with more plantings, decorative furniture, and sidewalk cafes sometimes block the wide, accessible path of travel needed for people who use wheelchairs for mobility.

At times it's a simple lack of communication and

coordination among the professional disciplines—planners, architects, traffic engineers, public works field staff, downtown development authorities, community reinvestment authorities, and private developers changing or designing rights-of-way.

And then there are ride-share and transportation network companies, like Uber and Lyft. Many planners embrace these as one answer to both traffic congestion and the conundrum of getting people to and from transit—the so-called first and last mile. But these services are provided by independent contractors who typically drive sedans and SUVs, making few ride-share vehicles able to accommodate those who use power wheelchairs or other large motorized devices.

### **Making transit inclusive**

For more than half a century, Los Angeles has been famous (some would say infamous) for being the most car-centric place in the Western world. That makes getting around a lot harder for people with disabilities. Accessible consumer van upgrades—adapting for lifts, ramps, safety tie-downs, and



Poorly designed sidewalk and crosswalk infrastructure make it more difficult for people with limited mobility. For example, a utility pole blocking the middle of a narrow sidewalk (left) might not pose an issue for an able-bodied person, but a wheelchair user, a person with a walker, or a mom pushing a stroller would have to find another route, or walk in the street to get around the pole. Likewise, a pedestrian activation button on a raised sidewalk out of the ADA-accessible part of a curb ramp (right) makes it nearly impossible for a wheelchair user to cross under the safety of the "walk" light.



**METRO:  
A CUSTOMER'S  
VIEW**

A wheelchair user  
navigates the bus  
and rail system  
in LA.

**WATCH**

youtu.be/  
QE12ktreN2c

automated systems that allow for transfer from a wheelchair to the driver's seat—can cost upward of \$75,000, and thousands more per year to fuel, maintain, insure, and park.

But all of that is changing with development of the Los Angeles County Metropolitan Transportation Authority's 105-mile Metro Rail system. In 2016, county voters approved a sales tax that will generate nearly \$1 billion per year for transit and related improvements. Measure M, the dedicated tax, will roll out another 32 miles of rail service in the next decade alone—all of it fully accessible. At full build out, Measure M could potentially double the rail network in Los Angeles County, and add bus rapid transit lines and pedestrian infrastructure.

One hundred percent of the Metro Rail train stations are wheelchair accessible under the Americans with Disabilities Act, thanks to elevators or boarding platforms with gently sloped ramps at all 93 stations.

That isn't the case for older, legacy systems, notes research published in London's *The Guardian*. In Paris, nine of 303 metro stations are fully accessible and only 50 out of 270 London Tube Stations are. New York gets a poor grade, too, with just 117 of its 472 subway stations fully accessible.

But progress is being made in other major U.S. cities. Washington D.C.'s 91 Metro train stations are 100 percent accessible, and in Chicago, where some elevated and other rail stations were built

long before the ADA was passed in 1990, 67 percent of the Chicago Transit Authority train stations are fully accessible to people with disabilities.

"We need to design transit systems that everyone in a community—regardless of money, or physical or cognitive ability—can use," says Jana Lynott, AICP, manager of AARP's transportation research agenda.

**Fixing the first and last mile**

But transit is only one part of mobility. Another challenge is bridging the gap between where riders live and work and the stations they might use.

"People who have mobility constraints really need access to transit," says Bill Delo, AICP. "They are a big market for transit ridership—but only if they can get from their home to transit to their place of work, on wide sidewalks with safe crosswalks."

LA County tackled this head-on when it adopted the *First Last Mile Strategic Plan* ([tinyurl.com/ya68mr7n](http://tinyurl.com/ya68mr7n)) in 2014. The plan focuses heavily on inclusive design to serve people with disabilities. The progressive, innovative plan was honored with the American Planning Association's 2015 National Planning Excellence Award for Best Practice ([planning.org/awards/2015/firstlastmile.htm](http://planning.org/awards/2015/firstlastmile.htm)).

Delo, who led the project for the Irvine office of IBI Group, a Canadian-based, technology-driven urban design and engineering firm, notes that universal design should be inclusive of the needs of a great span of mobility.

"We looked at this as an opportunity to go beyond the typical mobility plans that look at bike and pedestrian mobility then stop . . . to increase access for people who use wheelchairs, scooters . . . even skateboards," he says. "We wanted to improve accessibility for everyone who commutes by transit [in] Los Angeles."

Delo says that a key to a better first- and last-mile experience is widening sidewalks and making sure they are well maintained. "People have many different ways of getting around without a car, but they all—other than bicyclists—are restricted to the sidewalk."

Sidewalks in LA are narrow in some places, and many have cracks, gaps, and obstructions or are poorly maintained, he adds. The plan acknowledges this and recommends replacing insufficient sidewalks, but doesn't include an implementation strategy or funding to do so. (The problem of absent and insufficient sidewalks is hardly limited to LA, although the authors know of no national database that tracks sidewalk statistics.)

**BEST PRACTICES FROM LA**

THE *FIRST LAST MILE STRATEGIC PLAN* addresses multimodal access and the need to design in a way that mainstreams people with disabilities.

The plan advocates for universal design, stating: "Most public transportation stations, trains, and buses are accommodating to manual wheelchair users; however, they have historically been treated as an isolated group, with limited number of spaces on buses.

"As the population ages and more manual and electric wheelchair users ride public transit, new seating configurations and storage may be required. Sidewalks and routes to transit nodes must maintain smooth and clear rolling surfaces, accessible curb ramps, and signal times conducive to safe street crossings."





Communities too often wait for private redevelopment to improve sidewalks along transit corridors, Lynott says, instead of initiating improvements to rights-of-way. This often means neighborhood connectivity fails to meet minimum standards.

"I see many communities that need to invest in access for people with disabilities to both public transit and sidewalk networks. And they need to have Americans with Disabilities Act transition plans that are updated on an ongoing basis," says Lynott.

An ADA transition plan is a state or local government's self-evaluation of its facilities, programs, and services to assess whether the government is in compliance with ADA rules. Problems and shortfalls are identified and a plan is put in place—with action steps and deadlines—to address them. "Transition plans serve to connect people with disabilities to

jobs and services," she says. "This has a direct, positive economic impact."

### Beyond the ADA

Gabe Klein earned a national reputation for being an innovator who favored inclusive mobility, focusing on putting people before automobiles on city streets, when he ran two of the largest transportation departments in the U.S.: Washington D.C., then Chicago.

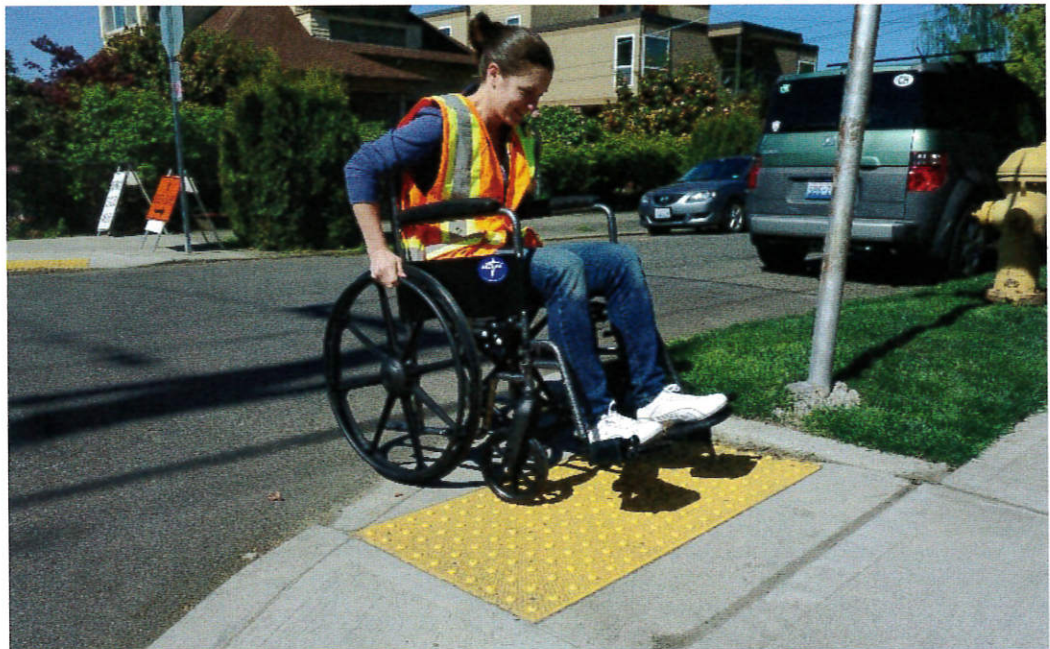
According to Klein, far too many agencies and planners still look at design for people with disabilities as a last-minute item, even on a new project.

"I think when agencies focus only on the Americans with Disabilities Act, they can get too focused on just meeting minimum ADA requirements. That's when we lose track of truly making a place accessible for people with disabilities," says Klein, co-

Venice Boulevard in Venice, California, now provides shorter pedestrian crossings, mid-block crosswalks with signaling buttons, narrowed traffic lanes, protected bike lanes, and other complete streets features that make it safer for all pedestrians, including those using assistive mobility devices.



Seattle  
Department of  
Transportation  
engineer Johanna  
Landherr uses a  
wheelchair to test  
a new curb ramp.



founder of CityFi, an advisory services platform for urban change management, and author of *Start-Up City: Inspiring Private and Public Entrepreneurship, Getting Projects Done, and Having Fun*.

"In Chicago, I had a great relationship with the Mayor's Office for People with Disabilities," he says. "We focused on practical solutions. We didn't want to just look at numbers in a book, we wanted to have people with disabilities come in and help with our design from the ground floor. That way, you didn't just have a ramp to meet the ADA laws, you had a ramp that functioned, even in the Chicago winters."

"When we came up with our complete streets guidelines, the idea of designing for people with disabilities wasn't an afterthought. It was a priority to design inclusively from the start, because we found if you design for people with disabilities, the able-bodied people will be just fine," he adds.

In 2015, the National Complete Streets Coalition, a part of Smart Growth America, published "Complete Streets Help People with Disabilities." The complete streets approach, says Emiko Atherton, the coalition's director, "means that transportation decisions, plans, and procedures are aligned and designed to accommodate all users of all abilities."

The two-page guide notes that "Complete Streets policies provide flexibility to transportation professionals and give them room to be creative in developing solutions that promote accessible travel,"

noting that designers should think about important details at intersections (like audible or tactile signals for blind pedestrians); smooth, obstacle-free sidewalks; and ample space to wait and board safely at transit stops.

Further, such policies "remove barriers to independent travel by considering the needs of all users at the outset of every transportation project," the guide reads. Considering all users helps keep people connected, which improves livability, and can reduce "dependence on more costly alternatives, such as paratransit or private transportation service."

According to Lynott, communities that want to make a real commitment to providing effective, inclusive mobility must take compliance with the ADA seriously. They need to educate staff in planning and other departments about the standards and about universal design to align those concepts in zoning, development review, and comprehensive planning.

"It's one thing to understand the law and the regulations, but another to understand the design experience. All of us as planners need to wrap our heads around the principles of universal design and think through what that means," says Lynott.

### Looking past the curve

Everything about transportation—both urban and rural—will likely be transformed over the next decade. Disruptive transportation technologies are al-



'It was a priority to design [complete streets guidelines] inclusively from the start, because we found if you design for people with disabilities, the able-bodied people will be just fine.'

—GABE KLEIN, COFOUNDER OF CITYFI



ready changing the landscape. Some say suburban transit service will disappear altogether.

Benjamin de la Pena is the deputy director for policy, planning, mobility, and right-of-way at the Seattle Department of Transportation. The agency just published the *New Mobility Playbook* ([new-mobilityseattle.info](http://new-mobilityseattle.info)), a planning document that addresses rapidly evolving transport technology (like autonomous vehicles), app-based transportation network or ride-share services (Uber and Lyft), car-share firms (Zip Car and Car2Go), and private-sector microtransit start-ups that use vans or small buses to transport passengers.

"One of our chief concerns is equity, says de la Pena. "The city has a very robust equity plan and our concern about these new options is that they offer mobility."

He notes that ride-share companies currently offer few options for people who use power wheelchairs. He wants autonomous vehicle technology to consider disabled users, too.

The playbook's suggested solution is to develop a "Wheelchair Accessible Taxi program to reduce operating costs, meet customer expectations, and work more efficiently across jurisdictional boundaries."

The playbook acknowledges that while much of tech-driven new mobility is owned and operated by the profit-minded private sector, government "must ensure that shared mobility services provide dignified, reliable, and affordable transportation options that are accessible to all."

Further, the *New Mobility Playbook* notes that "mobility options and technology must fight against the displacement of vulnerable communities and develop the living wage transportation workforce of tomorrow," and its Strategy 1.1 notes that best practices for cities and regions grappling with the onslaught of smartphone-app-driven mobility must "advance shared mobility equity programs targeting people of color, low-income, immigrant, refugee, youth, and aging populations, women, LGBTQ, and people with disabilities."

Working directly with people of diverse abilities also helps inform the planning process in Seattle. Inclusion is not only a best practice, it is required, notes de la Pena. The city's advisory boards "have members who use wheelchairs for mobility, people with low vision, people with other disabilities. And we listen to them."

De la Pena urges other cities to include significant input from community members with disabilities when designing and implementing inclusive mobility initiatives.

It's a practice John Morris certainly advocates.

"ADA compliance consultants should have a personal experience with disability and be able to understand the needs of the disabled population," he says. "In larger cities with a large population of disabled citizens, multiple consultants should be brought on board, each specializing in an area of accessibility, but also participating in team planning and discussions."

"The perfect ADA team," he adds, "might include a wheelchair user, deaf/blind expert, and an expert in intellectual disabilities." ■

Steve Wright is an award-winning journalist and the communications leader for PlusUrbia Design. Heidi Johnson-Wright is an attorney specializing in ADA issues. She has used a wheelchair for mobility for more than 40 years and frequently lectures on the intrinsic value of universal design and inclusive mobility.

## RESOURCES

LA County's *First Last Mile Strategic Plan*: [tinyurl.com/ya68mr7n](http://tinyurl.com/ya68mr7n).

Smart Growth America/National Complete Streets Coalition's "Complete Streets Help People with Disabilities": [tinyurl.com/yb9z9ctf](http://tinyurl.com/yb9z9ctf).

AARP's *Planning Complete Streets for an Aging America*: [tinyurl.com/y8ckxbv](http://tinyurl.com/y8ckxbv).

Seattle's *New Mobility Playbook*: [tinyurl.com/y7vjbsb](http://tinyurl.com/y7vjbsb).

The Center for Inclusive Design and Environmental Access at Buffalo: [idea.ap.buffalo.edu](http://idea.ap.buffalo.edu).

Live Learning Opportunity at NPC18

Advancing Emerging Technologies for Independent Travel

This educational session from the USDOT will define *universal design* and help attendees identify applicable areas that encompass major pieces of the complete trip practice.

LEARN MORE and register for NPC18 at [planning.org/npc](http://planning.org/npc).





# LOS ANGELES LAUNCHES

# A \$1.4 BILLION SIDEWALK

# REPAIR PROGRAM

by Gary Lee Moore



*A comprehensive 30-year effort to fix sidewalks is underway in Los Angeles — and is the largest such program in the United States.*



Many of us rely on sidewalks to travel through our cities — and as in many cities, the sidewalks in Los Angeles are in desperate need of repair. Los Angeles has approximately 11,000 miles of sidewalks stretched over 472 square miles, and many are cracked, broken and upheaved.

A group of concerned residents decided this was unacceptable and sued the city. In 2016, the city and the group reached a settlement, which included a \$1.4 billion commitment over the next 30 years to fix sidewalks throughout Los Angeles. For the first five years, the city will spend \$31 million annually, gradually ramping up to \$63 million each year for the final five years.

### REQUESTING A REPAIR

The Los Angeles City Council designated the Bureau of Engineering to lead the program. In the final week of 2016, the bureau launched Safe Sidewalks LA, the largest sidewalk repair program nationwide. Its goal is to repair sidewalks and make them comply with the Americans With Disabilities Act (ADA) and the California Building Code. The city established three programs for people who want to request a repair.

1. The **Access Request Program** makes repairs requested by and for people with mobility disabilities who encounter physical barriers such as broken sidewalks, missing and broken curb ramps or other barriers in the public right of way. These repairs are a priority;
2. The city is also offering a limited-time **Rebate Program**. Residential and commercial property owners can receive a rebate of up to \$10,000 and also get their sidewalks repaired sooner if they share in the cost of the repairs; and
3. The **Report a Sidewalk Repair** program is for people who do not fall into the other two categories. This allows the general public to place a sidewalk on the list for future repairs as funding becomes available.

The city is also leading by example by repairing sidewalks at municipal facilities

and expects to complete approximately 3,000 of those sites in the next five years.

After a sidewalk is either repaired or designated ADA-compliant, the city issues a certificate that warrants the sidewalk for 20 years for residential properties and five years for commercial properties. If something goes wrong, the city will fix it one more time. After that time, the owner will be responsible for maintaining the repairs. This is referred to as “fix and release.”

### MAKING THE SYSTEM EASY TO USE

Los Angeles created an electronic intake system to maximize staff time and standardize the program. The system leverages the city’s existing 311 system, the non-emergency number that helps residents access services in 150 languages and includes capability for those with hearing or speaking impairment. Applicants can submit requests through the 311 website, 311 mobile app and the Safe Sidewalks LA website ([www.sidewalks.lacity.org](http://www.sidewalks.lacity.org)) or by calling live operators at 311.

### MAPPING THE SIDEWALKS

Prior to the launch of Safe Sidewalks LA, the city had never mapped all its sidewalks. So simply *finding* each one presented a major challenge. To tackle that piece of the program, the city is using a combination of geographic information system (GIS) software, aerial imagery and a geographic dataset of property lines to digitize sidewalk features, including sidewalks, curbs, parkways and driveways. The property lines are overlaid on the aerial imagery, allowing the city to trace and construct sidewalk feature boundaries.

### KEEPING THE COMMUNITY INFORMED AND INVOLVED

Community interest in Safe Sidewalks LA is understandably high. In the program’s early weeks, concerned environmental and mobility advocates reached out to Los Angeles asking for a way to maintain a continued dialogue about how the program and the environmental review process would work. In response, the city established the Safe Sidewalk LA Community Advisory

Committee, which meets on a regular basis to discuss related issues of importance to the community.

### MAKING TREES A PRIORITY

Trees are an extremely valuable resource, and the city’s goal is to minimize tree removal when repairing sidewalks upheaved by roots. To do this, crews trim the canopy, trim roots, put in root barriers and find creative ways to build around trees, such as installing curved or “meandering” sidewalks along the base. If a tree must be removed, the city replaces it with at least two new trees. Crews are building larger tree wells to give roots more room to grow. This proactive approach helps the city manage the urban canopy and makes it more sustainable in the long term.

### DETERMINING BEST MATERIALS FOR SUSTAINABLE, LONG-LASTING REPAIRS

The city’s innovations don’t end with trees. Los Angeles is also pursuing the use of alternative materials in sidewalk repairs and has established a pilot project to determine the best materials for sustainable and long-lasting repairs. The program is installing sidewalks constructed of alternative materials at city facilities and will monitor and assess performance. Results from this demonstration pilot will be used for further analysis as part of a product approval process. ■

### A Note About Sidewalk Maintenance

This article focuses on unique circumstances affecting the City of Los Angeles. Cities throughout the state have various policies affecting sidewalk maintenance, which often include requiring individual property owners to be responsible for maintenance of sidewalks serving their properties. In the past, the League has opposed several legislative proposals that attempted to shift responsibility for sidewalk maintenance to local agencies.

## PROPERTY REPORT

# Say Goodbye to Garages as Developers Imagine a Driverless Future

Developers are starting to build parking garages that can be converted to office space or apartments down the road



Rendering of a future apartment building converted from an obsolete parking garage in a world of driverless vehicles. PHOTO: GENSLER

By *Peter Grant*

Jan. 30, 2018 8:00 a.m. ET

Mass adoption of driverless cars is still years away, but architects, developers and planners already are designing new projects with autonomous vehicles in mind.

Developers are starting to build offices with internal parking structures that can be converted to office space if demand for private parking decreases. New master-planned projects in cities like Toronto, Los Angeles, Oslo, San Francisco and Boston are being designed with features like curbside drop-off areas for passengers and e-commerce deliveries that replace traditional parking lanes.

“The term that we’re hearing over and over again is ‘future-proof,’” said Jeffrey Shumaker, director of Urban Planning and Design at architecture firm Kohn Pedersen Fox Associates in New York.

Novel ideas are being floated for the distant future as well as the messy transitional years until mass adoption of driverless vehicles is complete. For example, Gensler already is looking at ways to free up green space in housing developments by replacing driveways with common storage areas for autonomous vehicles.

Meanwhile, a Reebok and Gensler venture has been studying how to repurpose gasoline stations in the future when driverless vehicles will visit remote charging stations instead. One idea: fitness centers that include playgrounds, workout areas and fresh food stores.

“Today on your way home, you stop at the gas station to fill up,” said Joseph Brancato, a Gensler regional managing principal. In the future, the Reebok venture envisions transforming the properties into stations for “recharging human beings” where you “get an additional workout, buy some farm-to-table food and maybe pick up some holistic medicine,” he said.

Real-estate developers and architects are thinking about a driverless future today because many of the structures and streets they’re designing will still be around decades from now. They see the benefit of including enough flexibility into today’s projects so that they can later adapt to changing transportation patterns with limited cost.



Much of the future-proofing underway involves master-planned communities with new approaches to streets, bike lanes and other infrastructure. For example, Kohn Pedersen is designing a complex in Shenzhen in China with an elevated loop that could be dedicated to autonomous vehicles and underground parking areas that could be converted into retail space or other uses.

Planners also are studying flexible streetscapes and parking guidelines for Boston's Seaport development and for Sidewalk Toronto, a joint effort by the government and Alphabet Inc.'s Sidewalk Labs focusing on about 800 acres on Toronto's eastern waterfront.

The San Francisco Giants baseball team is looking down the driverless road with architecture firm Perkins + Will in their planning for Mission Rock, a 27-acre project south of AT&T Park. Planners are designing streets and buildings that can adapt to declining parking demand and the growing need for better curbside pickups and drop-offs of passengers and packages. Apartment buildings are being designed with more space—including cold storage—for package deliveries from Amazon.com and other e-commerce businesses.

"These projects are beta-testing the autonomous future," said Gerry Tierney, co-director of Perkins + Will's mobility research lab.

Parking garages that can be converted into other uses already are being built. For example, Gensler designed the new Cincinnati headquarters building for data analytics firm 84.51° with three floors of above-ground parking that can be converted into office space.

That's possible partly because the parking-floor heights are higher than those in typical garages. Also the facades of the parking floors resemble the rest of the 841,000-square-foot building.

Gensler is exploring ways to convert stand-alone parking-garage structures into apartment buildings that could be used for student or other forms of low-cost housing. This could be done with modular units designed to slide into the structure easily, Mr. Brancato said.

The backs of these structures might be designed so they could open up to the outside to bring in natural light, he said. "Parking garages are big and deep, and with residential you want as much natural light as you can get," he said.

Expense is a major obstacle to convertible parking structures. Whether they're stand-alone or part of a building, they cost more to build than conventional garages. Because their ceiling heights need to be higher, convertible garages contain fewer spaces, making the idea a nonstarter with many developers.

Long term, though, parking conversion can pay off, Mr. Brancato said. For example, he said Gensler is studying one convertible project in Denver's trendy RiNo district that would initially include 117 spaces per floor, about 17 per floor fewer than if it were built using a conventional design. But if it is eventually converted into office space, the return on investment would be more than 40%, compared with 18%, he said.

There's also a danger in designing buildings without taking into account the approach of the driverless future, Mr. Brancato added.

"We're designing structures that aren't going to open for another four to five years," he said. "If people don't think about these changes, some of them are going to be irrelevant by the time they get built."

**Write to Peter Grant at [peter.grant@wsj.com](mailto:peter.grant@wsj.com)**

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## The Fire This Time

**T**HE CALLER TO THE SAN FRANCISCO PUBLIC RADIO SHOW on October 30, 2017, had just lost a house to the Tubbs Fire in Santa Rosa, California. She wanted to know about materials used in building the house.

"I'm just curious if building materials would have even made a difference," she said. "I just went back Friday and saw the remains of our house, and from what I saw, it just looked like . . . I can't imagine anything surviving that sort of fire."

Unfortunately, the scenario after this extreme wildfire event—a home completely destroyed, with nothing left to salvage—was repeated thousands of times over in Santa Rosa. But what can be observed after the fact fails to tell the story of what actually happened to destroy the structures. Without scientific context, we see the inferno that burned everything to ashes, and we conclude that nothing could have survived. Therefore, we reason, there is nothing we could have done to prevent this destruction.

The response to the caller came from radio show

guest and physical fire science researcher Jack D. Cohen. As he explained, her home likely was not exposed to a wildfire's raging flames in the crowns of distant trees, but instead to embers blowing in from up to a mile away. The embers might have ignited mulch around the structure, debris in the gutters, or material under a deck or on a porch, or were driven by the strong winds into openings in the home, such as attic vents. With thousands of homes in the area simultaneously at risk, and with residents evacuated and fire services overwhelmed, there was plenty of time for a blizzard of embers to

A firefighter battles flames in Coffey Park during the Tubbs Fire, which destroyed more than 5,000 structures in Santa Rosa, California.

**'There are steps that homeowners can take to reduce the risk [of wildfire], with the most important efforts occurring on and immediately around the home.'**

—FIREWISE USA



ignite homes, and for the homes to burn completely over a matter of hours. Homes in some neighborhoods, such as Coffey Park, appeared to be close enough together so that once one home ignited, the radiant heat, flames, and embers its burning produced then ignited the adjacent home—which then ignited the next home, and so on. The wildfire passed by, but an urban conflagration was well under way to produce the burned-out conditions. Understanding the science of not only wildfire behavior but also how structures ignite is critical so we begin to think and act differently when it comes to wildfire preparedness. It is possible to design with fire in mind, and to prevent a wildfire disaster—even if the wildfire itself may be inevitable.

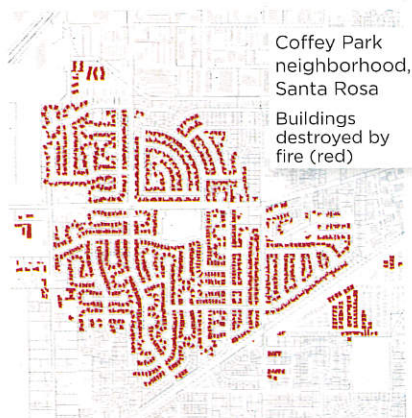
In fire-prone and fire-dependent ecosystems—which exist in many places throughout North America—wildfire will occur. Instead of waiting until it's on our doorsteps and assuming it is a problem for first responders and emergency managers to deal with, communities stand a much better chance of survival and resilience if they are planned, designed, constructed, and maintained to resist ignition from wildfire's embers and flames.

In other words: We may not be able to prevent the wildfire, but we can prevent wildfire disasters and the loss of life and property.

### Planning with fire in mind

One challenge for creating ignition-resistant communities is that conditions that lead to wildfire disasters can change over time and very small distances. Solutions need to be science based, but also site-specific.

Knowing how diverse the socioeconomic, physical, and political environments are throughout the country, the National Fire Protection Association's *Community Wildfire Safety Through Regulation: A Best Practices Guide for Planners and Regulators* (see Resource Finder on page 37) recommends two simple—and effective—techniques for minimizing ignition risks: nonflammable roof coverings



In dense subdivisions, embers and radiant heat from one home often ignite others.

SOURCE: THE NEW YORK TIMES

and assemblies for new construction or roof replacements, and modification of the structure ignition zone (often referred to as “creating defensible space”) within 100 feet of the structure to reduce the ignition potential of ornamental landscaping and other features that could then ignite the main structure. The guide expands on the basic recommendations with many more applicable tools for planning, including zoning overlays, setback requirements, and restrictions of sensitive or hazardous uses in areas of high fire potential.

Increased safety and security can be planned. Given that the fire service may respond to threats by conducting a community assessment, planning and development officials can offer thoughtful design guidelines for fire-protection infrastructure, water supplies for firefighting, access and egress, and more. NFPA's consensus standards include well-researched guidelines for such development, and can be referenced or adopted by local jurisdictions.

### Overcoming regulation resistance

In addition to developing wildfire safety standards that can be locally adopted and enforced, NFPA also administers a voluntary program now known as Firewise USA ([firewise.org/usa](http://firewise.org/usa)). This program helps neighborhoods take steps

that reduce their wildfire risk—and it succeeds by acknowledging those taking action.

Starting with a handful of communities in 2002, Firewise USA today includes nearly 1,500 participating sites in 42 states. To maintain national recognition status, neighborhoods must continue to take safety steps each year. This program directly addresses the wildfire risk legacy of communities that have been built and designed before many of today's standard approaches and without the understanding of the location's wildfire risk and history. It helps people learn how to reduce the ignition risks that have built up over time, both from lack of care and maintenance and from flammable vegetation and other conditions.

Firewise USA has also educated residents and helped them ask the hard questions about what happens in the future. Home owners associations have changed their covenants and restrictions to address wildfire risks. Citizens groups have pushed for stricter controls on new construction, realizing it will add to wildfire's fuel load or crowd exit routes when an evacuation is ordered. The design of the Firewise USA program is to help property owners do what only they can—make changes to their homes and landscapes on private lands well ahead of a wildfire. Once residents engage in the process, they realize that other issues—like adequate water supplies for firefighting, safe egress routes, and fuel treatment on public lands—may be well within their interest to advocate and promote. Using Firewise, planners and planning commissions may find support for the policies and rules they need to apply to ensure a safer future. ■

—Michele Steinberg

Steinberg is the wildfire division manager at the National Fire Protection Association, leading a team dedicated to wildfire safety outreach. She has worked for NFPA since 2002 and has nearly 30 years of professional experience in natural hazard mitigation, land-use planning, and disaster safety outreach. She serves on the board of the International Association of Wildland Fire and on the executive advisory committee of the APA Hazard Mitigation and Disaster Recovery Planning Division. She holds a Master of Urban Affairs degree from Boston University.