



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

THE CITY OF SIGNAL HILL
WELCOMES YOU TO A REGULAR
PLANNING COMMISSION MEETING
June 19, 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 3rd Tuesday of every month. Meetings are audio-recorded and recordings are available through the City Clerk's Office.

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.

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) REORGANIZATION

Summary: Annually at this time, the Commission selects members to serve one-year terms as Chair and Vice Chair. Commission Secretary Scott Charney will call for nominations for Chair, and once seated the Chair will call for nominations for Vice Chair to serve the 2018/19 term of office.

Recommendation: Proceed with the reorganization according to the procedures.

(6) PUBLIC WORKSHOP

a. Preliminary Review of a 67' Tall Wireless Communications Facility (WCF) With Enhanced Treatment to Resemble a Palm Tree at 1220 E. Hill Street

Summary: Sequoia Development Services (on behalf of Verizon Wireless) is requesting a public workshop to review preliminary plans for a 67' tall WCF, with enhanced treatment to resemble a palm tree, in the parking lot of a site with an existing industrial building at 1220 E. Hill Street. A new wireless facility is a conditionally permitted use, subject to Planning Commission review and City Council approval.

Recommendation:

- 1) Open the public workshop and receive testimony.
- 2) Provide direction as deemed appropriate.
- 3) Direct the applicant to continue to work with staff to provide outstanding application items, including a compliance report for radio frequency interference.

(7) PUBLIC HEARING

a. AN AMENDMENT TO CONDITIONAL USE PERMIT 16-02 FOR TEN MILE BREWING COMPANY AT 1136 E. WILLOW STREET

Summary: The applicant, Daniel Sundstrom, is proposing to amend Conditional Use Permit 16-02, to allow extended hours of operation and live music at Ten Mile Brewing Company located at 1136 E. Willow Street in the Commercial Industrial (CI) zoning district.

Recommendation:

Waive further reading and adopt the following resolution, entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF AN AMENDMENT TO CONDITIONAL USE PERMIT 16-02, A REQUEST TO ALLOW EXTENDED HOURS OF OPERATION AND LIVE MUSIC AT AN EXISTING BREWERY WITH ON-SITE TASTING ROOM AND OUTDOOR TASTING AREA AT 1136 E. WILLOW STREET IN THE COMMERCIAL INDUSTRIAL (CI) ZONING DISTRICT

(8) 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 May 15, 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.

(9) COMMISSION NEW BUSINESS

COMMISSIONER BROOKS
COMMISSIONER FALLON
COMMISSIONER WILSON
VICE CHAIR PARKER
CHAIR RICHÁRD

(10) ADJOURNMENT

Adjourn tonight's meeting to the next regular meeting to be held Tuesday, July 17, 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.

June

5a.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

June 19, 2018

AGENDA ITEM

TO: MEMBERS OF THE PLANNING COMMISSION

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: REORGANIZATION

Summary:

Annually at this time, the Commission selects members to serve one-year terms as Chair and Vice Chair. Commission Secretary Scott Charney will call for nominations for Chair, and once seated the Chair will call for nominations for Vice Chair to serve the 2018/19 term of office.

Recommendation:

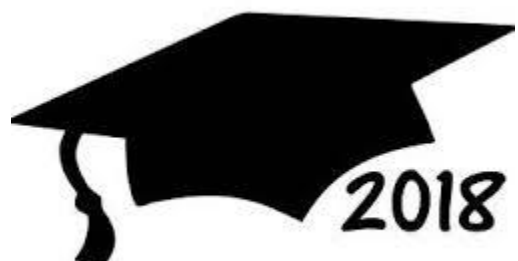
Proceed with the reorganization according to the standard procedures (Attachment A).

The following procedures will be used for Commission reorganization:

1. The Chair turns the meeting over to the Commission Secretary who presides over the nomination of the new Chair.
2. The Commission Secretary indicates that "Nominations are now in order for the Chair of the Planning Commission."
3. Any member of the Commission may nominate any member for Chair; no second is required.
4. The Commission Secretary states, "Commissioner _____ has been nominated. Are there any further nominations for Chair?" The Commission Secretary repeats each nomination in this way until all nominations are made.
5. When it appears no one else wishes to make a nomination, the Commission Secretary again states, "Are there any further nominations for Chair? If there are no further nominations, the nominations are closed." No waiting for a motion to that effect.
6. After completion of the nominations, the Commission Secretary may provide each nominee with an opportunity to speak regarding their qualification for the position.
7. The Commission Secretary shall then conduct a roll call vote for the selection of Chair, asking each member to vote for the nominee of his or her choice. The vote shall be conducted in alphabetical order.
8. The Commission Secretary then declares the result of the election. The nominee receiving a majority vote of the Commission shall be declared the new Chair.
9. After selection of the new Chair, the Commission Secretary turns the meeting over to the newly elected Chair who is given an opportunity to make any remarks which he or she may wish to make upon entering office.
10. The new Chair then presides over the selection of the Vice Chair, calling for nominations and conducting the vote as with the selection of the Chair.
11. The new Vice Chair is also given an opportunity to make any remarks which they may wish to make upon entering office.

June

6a.





Preliminary Plans for a Monopalm
1220 E. Hill Street
Verizon Wireless

CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

PROCEDURES RELATIVE TO PUBLIC HEARINGS/WORKSHOPS

1. At the request of the Mayor/Chair, the City Clerk/Secretary reports on the Form of Notice given:
 - a. Notice was published in the *Signal Tribune* newspaper per Government Code §65091(a)(4) on June 8, 2018.
 - b. Notice was posted in accordance with Signal Hill Municipal Code Section 1.08.010 on June 8, 2018.
 - c. Notice was mailed to property owners within a 300' radius of the site on June 8, 2018.
2. Mayor/Chair asks for a staff report, which shall be included in written materials presented to the City Council/Commission so that they can be received into evidence by formal motion.
3. Mayor/Chair declares the public hearing open.
4. Mayor/Chair invites those persons who are in favor of the application to speak.
5. Mayor/Chair invites those persons who are in opposition to the application to speak.
6. Applicant or their representative is provided a brief rebuttal period.
7. Mayor/Chair declares the public hearing closed.
8. Discussion by Council/Commission only.
9. City Attorney reads title of resolutions and/or ordinances.
10. City Clerk/Secretary conducts Roll Call vote.



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

June 19, 2018

AGENDA ITEM

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

**FROM: RYAN AGBAYANI
ASSISTANT PLANNER**

**SUBJECT: PUBLIC WORKSHOP – PRELIMINARY REVIEW OF A 67’ TALL
WIRELESS COMMUNICATIONS FACILITY (WCF) WITH ENHANCED
TREATMENT TO RESEMBLE A PALM TREE AT 1220 E. HILL STREET**

Summary:

Sequoia Development Services (on behalf of Verizon Wireless) is requesting a public workshop to review preliminary plans for a 67’ tall WCF, with enhanced treatment to resemble a palm tree, in the parking lot of a site with an existing industrial building at 1220 E. Hill Street. A new wireless facility is a conditionally permitted use, subject to Planning Commission review and City Council approval.

Recommendations:

- 1) Open the public workshop and receive testimony.
- 2) Provide direction as deemed appropriate.
- 3) Direct the applicant to continue to work with staff to provide outstanding application items, including a compliance report for radio frequency interference.

Strategic Plan Objective

Goal No. 4: Maintain and improve the public infrastructure.

Background:

The project has not been previously reviewed by the Planning Commission.

Analysis:

Project Proposal

The applicant is proposing a new 67' WCF in the parking lot of a site with an existing industrial building. The structure will incorporate enhanced treatment to resemble a palm tree, and will include the following related equipment:

- (12) Panel antennas;
- (18) Stack mounted radios;
- (3) Raycaps;
- (1) Diesel standby generator; and
- (2) Radio equipment cabinets.

Given its proximity to the City's jurisdictional boundary, the proposed facility is intended to increase coverage area to better serve Verizon customers both in Signal Hill and in portions of Long Beach (Attachment A).

Site Description

The site is located within the LI, Light Industrial, zoning district. According to the Los Angeles County Assessor data, the total lot area is 31,128 square-feet. It consists of a 15,608 square-foot industrial building with an oddly shaped parking lot and sloped driveway entry. Existing tenants include Chabane Corporation, Digital Mobile Communications, and 360 Krav Maga.



Although it is located in a predominantly industrial area, some potentially sensitive uses include the Zinnia apartment development and Signal Hill Elementary School to the east, and a residential neighborhood in the City of Long Beach to the south. It is also important to note that there are two existing WCF facilities located to the north-east across the intersection of E. Hill Street and Orange Avenue. Each facility has an active Conditional Use Permit (CUP).



Zoning Compliance

Per the Use Classification Chart in Signal Hill Municipal Code Section 20.20.020, WCF(s) with microwave or antenna dishes are permitted in the LI zoning district, subject to a CUP.

USES	DISTRICTS						
	CO	CTC	CG	CR	CI	LI	GI
Utilities and Public Service (Y)							
Utility distribution/transmission substations	X	X	X	X	P	P	P
Microwave and antenna dishes	C	C	C	C	C	C	C
Public utility service yard	X	X	X	X	X	X	X
Television or radio transmitting or receiving station	X	X	X	X	X	X	X

Consistent with provisions contained in SHMC Chapter 20.64, the Planning Commission initially reviews the CUP proposal and makes a formal recommendation to City Council for its consideration at a separate public hearing. It is also important to note that all CUPs are subject to annual inspection (or on an as needed basis) as well as revocation for noncompliance with the approved conditions.

Outreach Effort

The “Neighbor’s Guide to Development” is a resource for applicants to successfully navigate through the development process (Attachment B). The initial step is called “Developer Outreach” and obligates the applicant to conduct outreach to the surrounding residents prior to review by the Planning Commission. Staff encouraged the applicant to physically visit the neighboring businesses to introduce themselves and present the plans to them. The applicant elected to mail out a notification letter with an attached site plan. A brief narrative of the outreach efforts was submitted to staff (Attachment C). Public workshop notices were mailed on June 8, 2018 to property owners within a 300’ radius. To date, staff has not received any comments or inquiries regarding the project.

View Analysis

Given the scope of the project, staff identified a potential impact on views. The City has a View Policy which establishes procedures for protecting and preserving existing views (Attachment D). It is broken down into three levels of analysis (Level 1 being least rigorous and Level 3 being the most comprehensive). Level 1 view analysis is intended to be a tool for the applicant to demonstrate that story poles and view notices would not be necessary. It typically consists of written descriptions and any supplemental exhibits, such as plans or photos.

To analyze the potential impacts, the applicant provided a Level 1 View Analysis for the project (Attachment E). In the report, the applicant determined that the proposed structure will not have an impact to the existing views within the surrounding community. Staff conducted site inspections to verify the accuracy of the submitted document.

Federal Compliance

The Federal Communications Commission (FCC) regulates WCFs and establishes national standards for radio frequency (RF) electromagnetic fields. For all WCF submittals, staff requires documentation from a licensed professional which verifies that the structure meets all FCC regulations with respect to both RF emissions and interference with other existing facilities. The applicant has provided a certified report from Hammett & Edison, Inc. which determines that the proposed installation and operation of the WCF complies with FCC guidelines limiting public exposure to RF energy (Attachment F).

Given the proximity to two nearby wireless facilities, staff is requesting documentation to address potential interference concerns. At this time, the item has not been submitted;

however, the applicant is aware of this requirement and expressed intent to provide the necessary documentation.

Parking

Staff has determined that the parking lot is considered *non-conforming* due to the following reasons:

- Parking area is not properly striped;
- It does not have the required five percent of the total area dedicated to landscaping; and
- There are storage items (e.g. metal storage containers, trailers, inoperable vehicles, etc.) obstructing designated parking spaces.

Outdoor storage has historically been a concern at this location. Staff reviewed the address file on record and uncovered a 1984 code enforcement correction notice which calls for removal of the outdoor storage items in order to meet the required off-street parking requirements. Below is a photo taken on the morning of Saturday, June 9, 2018 during peak hours of the Krav Maga training facility. The photo below illustrates that parking spaces are obstructed by outdoor storage items.



The proposed site plan designates 30 off-street parking spaces in the lot with no outdoor storage areas. In an effort to maximize on-street parking and maintain the lot in an organized fashion, staff intends to include a specific provision in the Conditions of Approval requiring the parking area to be maintained clear of outdoor storage.

Conclusion

The applicant has completed the required actions leading up to this public workshop. The public workshop is intended to be a forum for the applicant to receive comments and feedback from both the Commission and the general public.

Approved:

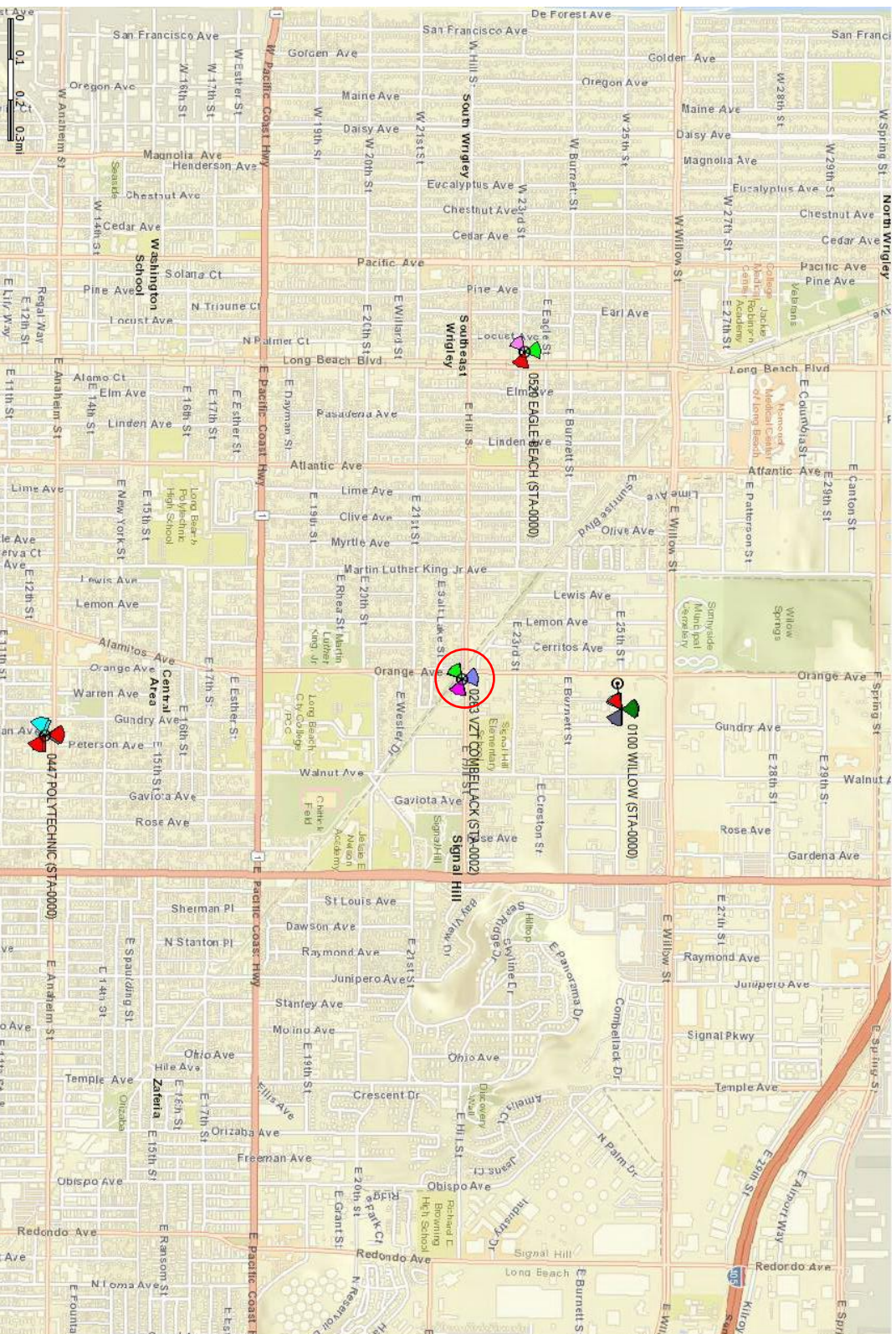
Scott Charney

Attachments

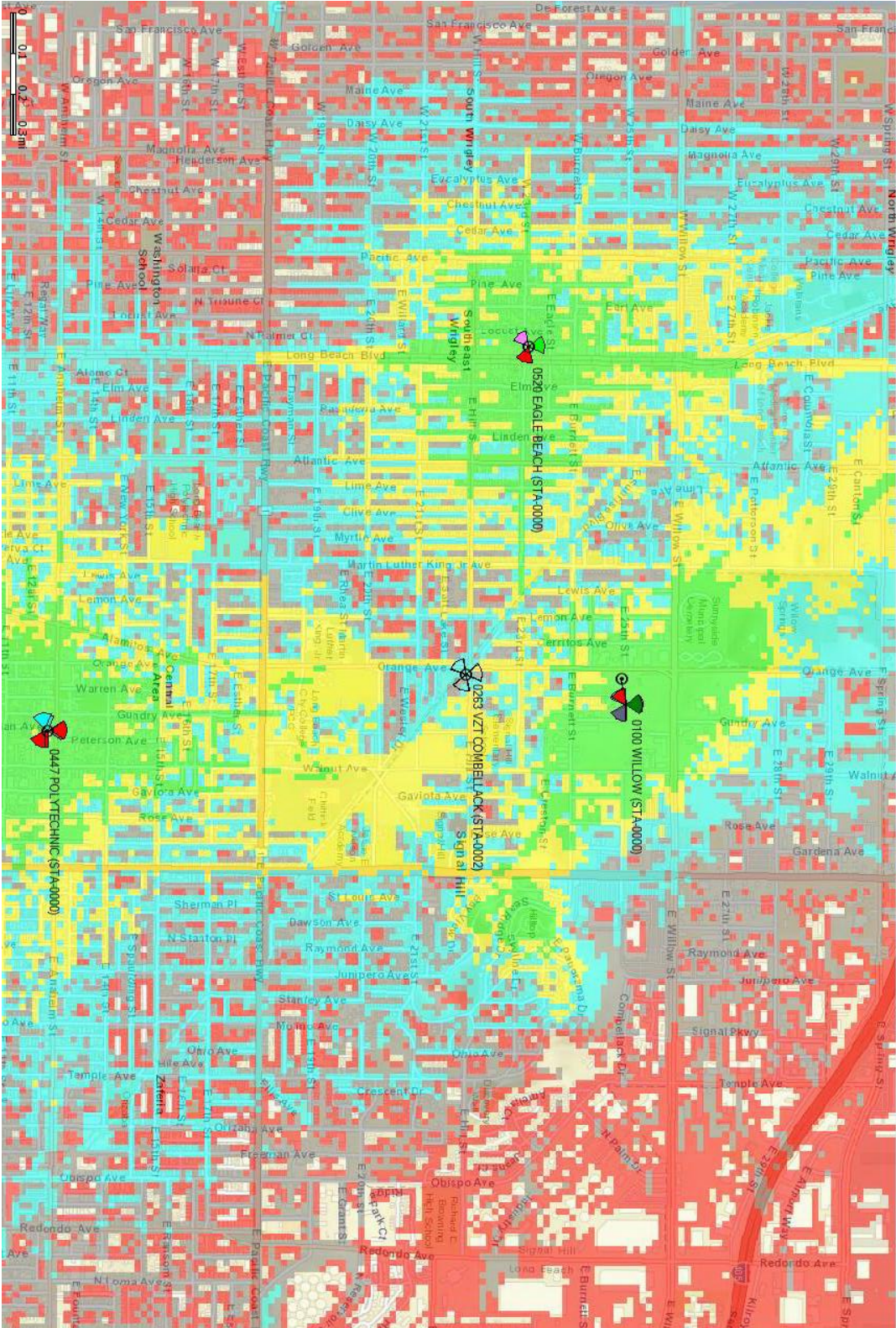
VZT Combellack Propagation Maps

May 4, 2018

VZT Combellack – General Map

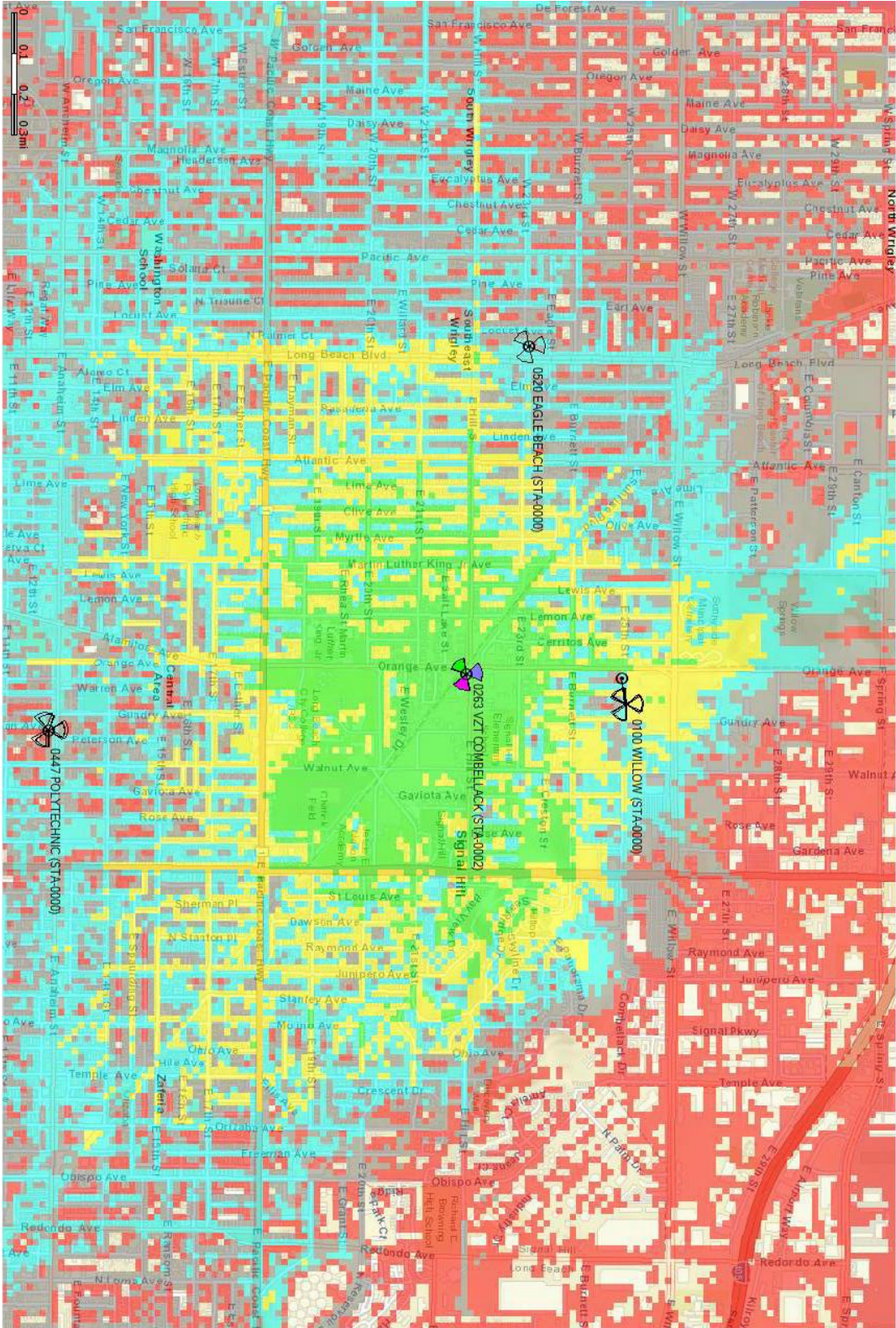


Verizon Coverage without VZT Combellack

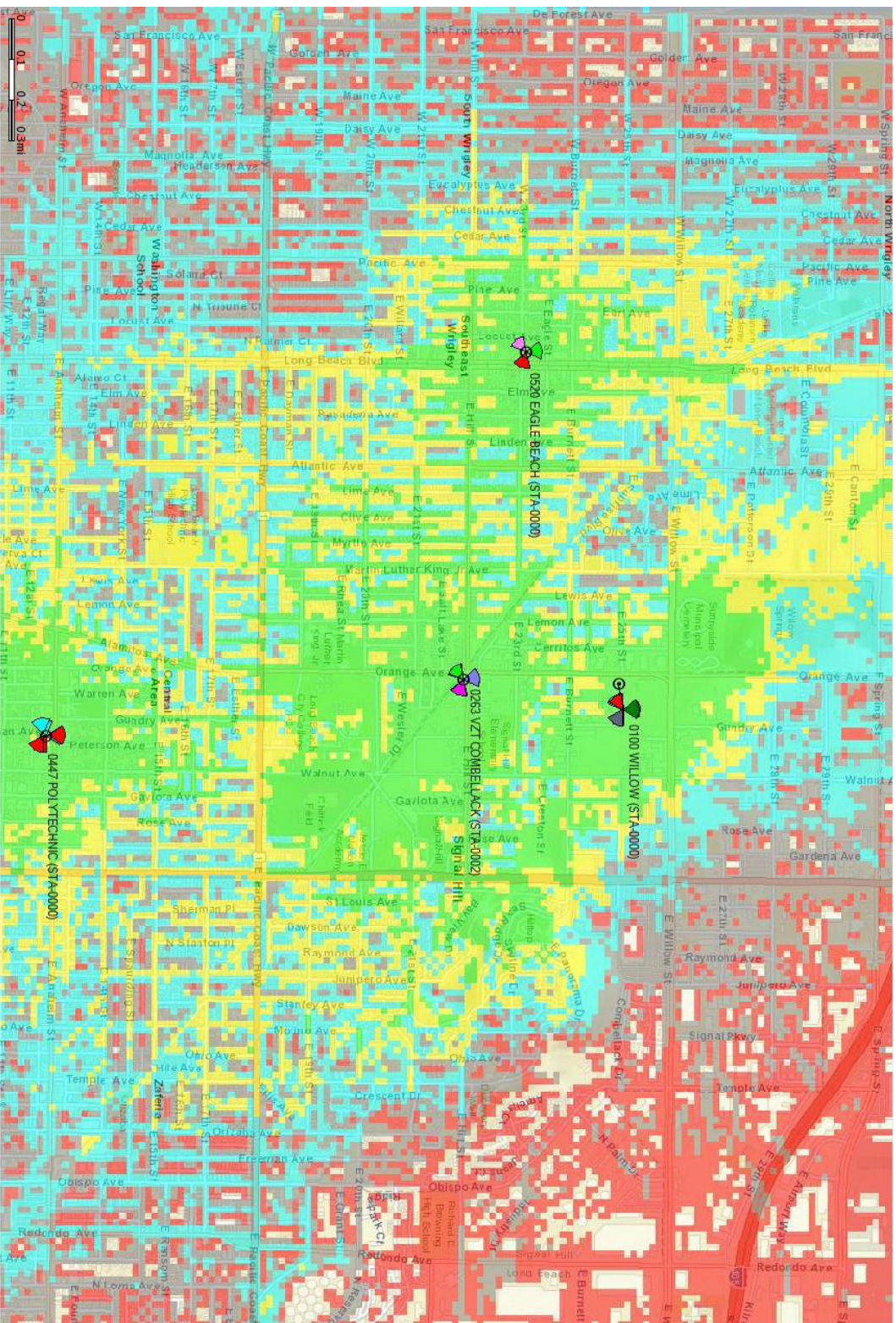


LTE-RSRP - Coverage (0)
RSRP level (L1) (dbm) >= -75
RSRP level (L1) (dbm) >= -85
RSRP level (L1) (dbm) >= -95
RSRP level (L1) (dbm) >= -105
RSRP level (L1) (dbm) >= -115

VZT Combellack Coverage Only



Verizon Coverage with VZT Combellack



LTE RSRP - Coverage (0)
 RSRP level (dBm) >= -75
 RSRP level (dBm) >= -85
 RSRP level (dBm) >= -95
 RSRP level (dBm) >= -105
 RSRP level (dBm) >= -115

A Neighbor's Guide to Development

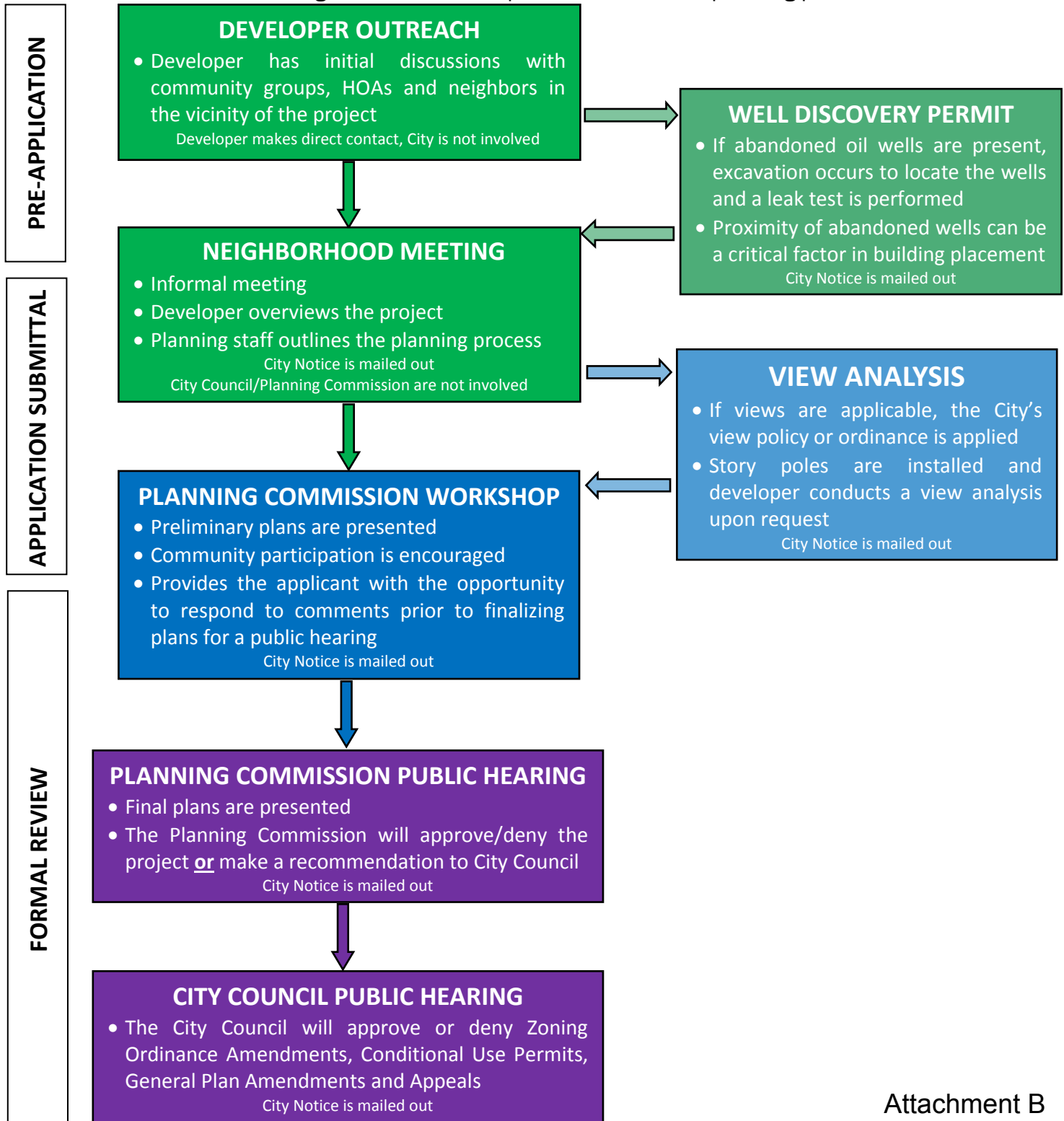


Community Development Department

Site Plan and Design Review

Zoning Ordinance Amendments – Conditional Use Permits – General Plan Amendments

The following flow chart is a simplified version of the planning process:





Verizon Wireless Proposed Wireless Telecommunications
VZT 'Combella' -1220 E. Hill St., Signal Hill, CA 90755

Community Outreach Narrative

To properly address our project to the community, it was our intent to notify the surrounding Business Owners, Property Owners and Residents. We did this by mapping out a 500' radius at our site within the City of Signal Hill and then sending our own Notification Letter with an attached Site Plan, Elevation and my own contact information. The Notification Letter is set to send out on June 8th to Forty-Two (42) properties, which will allow time for this area of the community to review before our Planning Commission date.

It shall be noted that the Letter included both my cell phone number and email address and will allow the community to directly contact me with any questions or concerns, which I will be more than happy to assist with. I will notify the City if any concerns are brought up, as I hope to work out any situation with all parties.



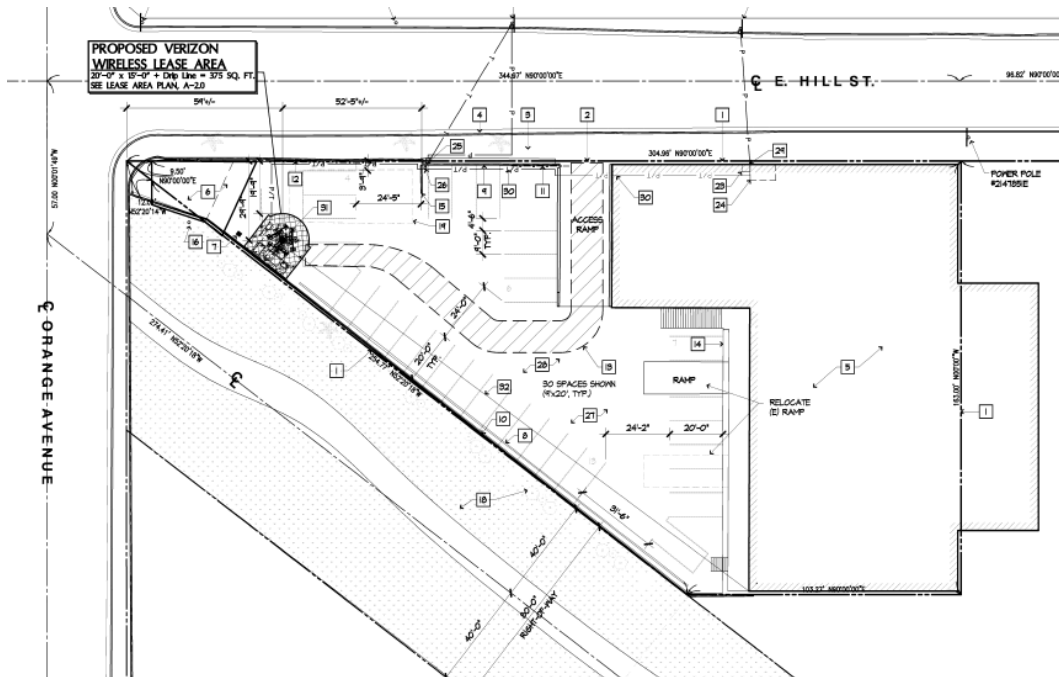
Verizon Wireless Proposed Wireless Telecommunications
VZT 'Combellack' -1220 E. Hill St., Signal Hill, CA 90755

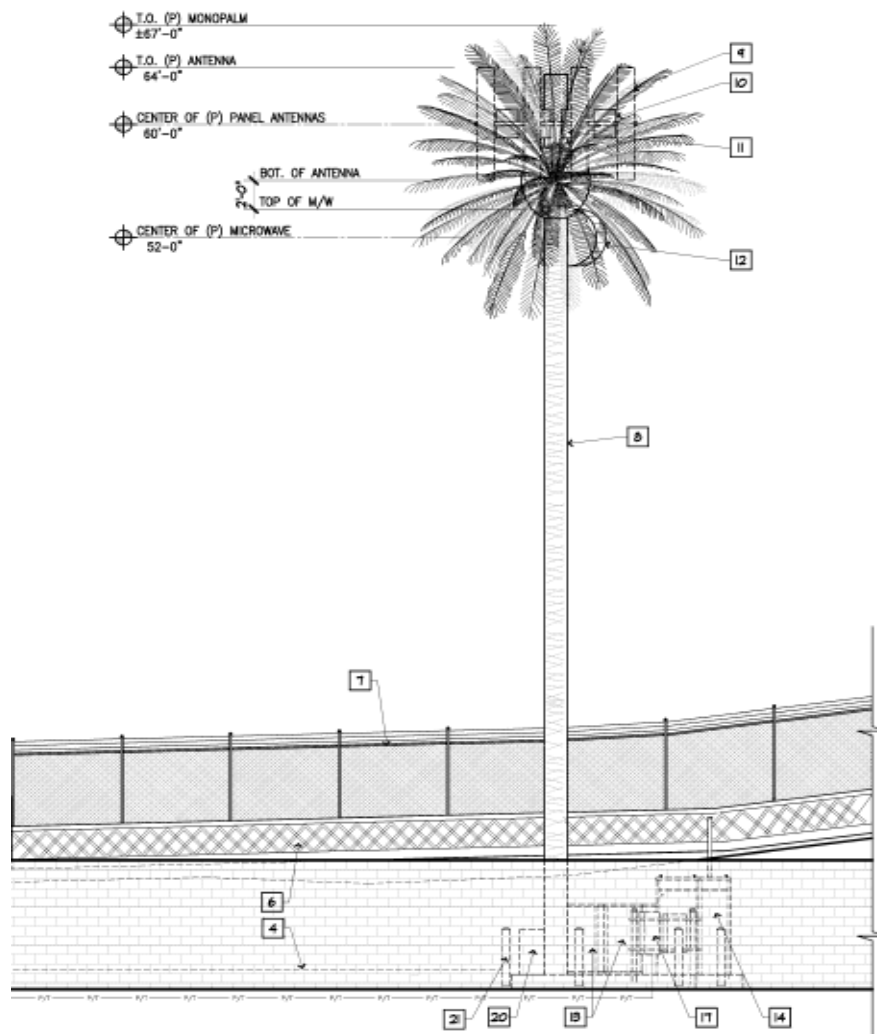
Community Outreach Notification

To Whom it May Concern **(Landlords, Tenants, Property Management, Property Owners):**

Verizon Wireless is proposing to install a Wireless Telecommunications Facility at 12220 E. Hill St within the City of Signal Hill. The proposed site will consist of a stealth 67' Wireless tower, concealed as a Palm tree, and will provide better coverage to the surrounding area and offset the surrounding facilities. The site will conform to the surrounding land uses as two other carriers are near the location with the same design.

Below you will find a site plan and an elevation of the proposed site for your reference. If you happen to have any questions regarding this proposed project, please feel free to contact me by either phone or email, and I will be happy to assist you.





NORTH ELEVATION

SCALE: 3/16" = 1'-0"

Thank you,

Kyle DeNardo

Land Use Planner

Ph: 951.768.5947

Email: kyle.denardo@sequoia-ds.com



VIEW POLICY

Section 1. Purpose

The hillsides in Signal Hill provide the City with its most identifying feature. The views, both from and of the hill, are a limited natural resource, enjoyed by residents and visitors. The City's General Plan discusses the importance of views in several of the General Plan Elements. The Environmental Resources Element states that one of the City's goals is to "maintain and enhance the identity and aesthetic quality of Signal Hill as a City with striking view potential." That Element also includes Policy 1.1, which states that the City will "protect views both to and from the Hill and other scenic features. This will extend to all new development and to major rebuilding and additions."

Specifically, this View Protection Policy accomplishes the following:

1. Clarifies the circumstances under which a view analysis is required.
2. Establishes procedures for providing proper notice of potential view impacts.
3. Establishes guidelines against which views will be determined eligible for preservation.
4. Establishes acceptable methods of analysis and provides guidelines for evaluation of results.
5. Establishes guidelines for the recommendations of modifications to proposed projects in order to protect views.

Section 2. Procedures and Requirements for Level 1 View Analysis

Any person proposing to develop a project which requires Site Plan and Design Review, as specified in Chapter 20.52 of the Signal Hill Municipal Code, shall submit with the Site Plan and Design Review application, a Level 1 view analysis. The Level 1 view analysis shall contain the following information:

1. A description of the topography of the project site and of all sites within 500 feet of the subject site.
2. A description of all uses and structures within 500 feet of the subject site.
3. A description of the potential view impacts of the proposed project on any property within 500 feet of the subject site.

The applicant may use a variety of methods to provide the information required, including, but not limited to: photographs, plot plans, grading plans, streetscapes, pad elevations, written descriptions, and documentation from neighboring residents and /or property owners.

The Planning Department shall verify the accuracy of the information provided through site visits and comparison of data with existing City records concerning the site.

Section 3. Procedures and Requirements for Level 2 View Analysis

A. Circumstances Requiring Level 2 View Analysis

A Level 2 view analysis shall be required when the following conditions exist:

1. A Level 1 view analysis indicates that a proposed project may impact existing views.
2. A Level 1 view analysis indicates a proposed project will not impact existing views, but staff is unable to verify the accuracy of that analysis.

B. Noticing for Level 2 View Analysis

All projects which require a Level 2 view analysis shall be noticed in the following manner:

1. The applicant shall take reasonable steps established by the City to consult with owners and residents or property located within 500 feet of the subject site. The applicant shall submit to the Planning Department the signatures of all individuals whom the applicant consulted.
2. The City shall mail written notices to property owners, residents, and homeowners' associations within 500 feet of the subject site. Associated fees will be charged to the developer's deposit. Such notice shall contain a deadline for written comments.
3. The applicant shall post a copy of the view impact notice on the property. The notice shall be readable and/or readily accessible from the public right-of-way.
4. The Director of Planning may reduce the noticing requirements, if a Level 1 view analysis clearly indicates that limited numbers of existing structures will be affected by the proposed development. In such instance, only the affected owners/residents would require special notice.

C. Preparation of Level 2 View Analysis

1. An applicant shall provide a description of all existing views from an affected unit. Such description may include photography and/or narrative.
2. The applicant shall evaluate each affected view to determine if each view qualifies as a "primary view," or a "secondary view," eligible for preservation. Standards for evaluation are contained in Section 3, D.
3. Staff shall verify the accuracy of the evaluation completed by the applicant.
4. A Level 3 analysis shall be completed for all views determined to be primary or secondary views.

D. Designation of Primary and Secondary Views

1. An applicant shall designate the primary and secondary-viewing areas in each affected building.

2. A viewing area shall be designated a “primary viewing area,” if two or more of the following conditions exist:

a. The view is the only view in the structure.

b. The view is the resident’s most important view.

c. The subject of the view is a unique landmark, such as the Queen Mary, Long Beach skyline, Palos Verdes, the ocean, Los Angeles, San Gabriel/Santa Ana Mountains.

3. A viewing area shall be designated a “secondary viewing area,” if only one of the above conditions exists.

4. A viewing area excludes bathrooms, hallways, garages, closets and outdoor required setback areas.

5. The following view subjects are not eligible for analysis or preservation.

a. Buildings on neighboring lots

b. The sky

c. Vacant land that is developable under City code

d. Alleys or streets

E. Preparation of Level 3 View Analysis

1. The applicant shall consult with the Planning Department to determine the appropriate methods of analysis based on the site location, the type of proposed project, the potential view impacts, and the topography. Acceptable methods for a Level 3 view analysis may include one or more of the following:

a. The applicant should photograph the existing view, use on-site markers to establish scale and perspective, and superimpose (draw) the outline of the proposed structure on the photographs.

b. The applicant should use a plot plan to show the location of the proposed structure relative to existing units and indicate the horizontal view area.

c. The applicant should photograph and/or sketch a streetscape showing pad elevations of existing and proposed structures and indicate existing vertical views.

d. The applicant should prepare a computer-generated analysis.

2. An applicant may be required to prepare more than one analysis for each view, if the Director of Planning determines that one analysis may not accurately represent the potential impact. For example, an applicant may be required to analyze the view from an outdoor balcony, and analyze the same view from a location within the unit. All analyses should be taken between 4 feet and 6 feet above floor level.

3. Any affected property owner or resident who challenges the accuracy of an applicant’s analysis may prepare a view analysis for review by the Planning Commission.

Section 4. Evaluation of View Analysis

A. All projects shall preserve, to the extent possible, all views designated as “primary views,” and “secondary views,” with greater emphasis placed on the preservation of “primary views.”

B. In an effort to preserve existing views, an applicant may be required to make any or all of the following modifications to the proposed project:

- ☐ Reduce square footage
- ☐ Increase setbacks
- ☐ Eliminate bedrooms
- ☐ Revise roofline including decreasing the area of a 2nd story
- ☐ Revise floor plan

Section 5. Amendments

To the extent the Planning Commission finds that changes to this policy are necessary to effectuate or enhance the purposes of this policy as stated in Section 1, the Planning Commission may amend this policy at any time.



Verizon Wireless Proposed Wireless Telecommunications
VZT Combella - 1220 E. Hill St., Signal Hill, CA 90755

View Analysis

Verizon Wireless is proposing a wireless telecommunications facility at 1220 E Hill St. within the City of Signal Hill. The proposed site consists of the following; the installation of a +/- 67' monopole, (12) panel antennas, (18) Radios, (3) Raycaps, (1) Standby emergency Generator and (2) Radio Equipment Cabinets.

In an effort to meet customer demands, Verizon Wireless is proposing this facility in a manner that will not create conditions or situations that may be objectionable, detrimental or incompatible with the surrounding land uses. The facility is not staffed, having no impact on current (traffic or parking) circulation systems. In addition, the facility will only require periodic maintenance, which equates to approximately one trip per month. Furthermore, Verizon will continue to operate in full compliance with all local, state and federal regulations including the Telecommunications Act of 1996. Verizon Wireless respectfully requests approval of this site to continue operating and improve the existing wireless facility in order to provide seamless coverage to subscribers.

Verizon Wireless is a registered public utility, licensed and regulated by the California Public Utilities Commission (CPUC) and the Federal Communications Commission (FCC). Verizon Wireless technology does not interfere with any other forms of private or public communications systems.

500' Distance from Site-Within the City of Signal Hill



View #1 – The below photo is shown 500' East from the proposed site. This area is surrounded by the LI Zone (Light Industrial) with the West corner of Signal Hill Elementary directly North of this location. The closest Residential dwelling is also 680' North of this location. It can be determined that at this location, there is no impact to the surrounding view.



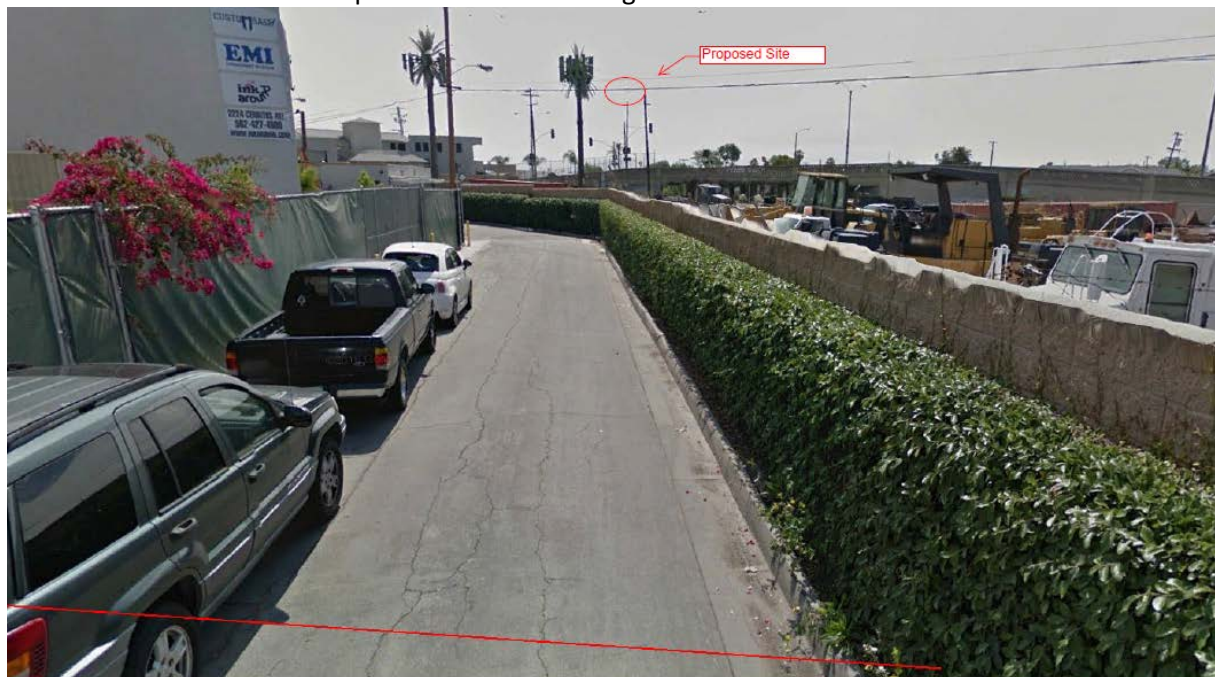
View #2- The Below photo is shown 900' North East from the proposed site as the 500' line was inaccessible. This area is surrounded by RH and LI zones, with the north end of the Elementary school being shown. The two existing towers can be seen in this photo, however due to their stealth feature, they fall in line with the surrounding hardscape and landscape. The proposed tower will also follow the stealth aspect of the existing towers and it can be determined there is no impact to the surrounding uses view.



View #3- The below photo is shown 500' North from the proposed site. This area is surrounded by LI zones, with commercial offices and properties surrounding this view. The two existing towers can be seen in this photo, however due to their stealth feature, they fall in line with the surrounding hardscape and landscape. The proposed tower will also follow the stealth aspect of the existing towers, and it can be determined there is no impact to the surrounding uses view.



View #4- The below photo is shown 500' North West from the proposed site. This area is also surrounded by the LI zone and is located on the back side of a commercial property. The two existing towers can be seen in this photo, however due to their stealth feature, they fall in line with the surrounding hardscape and landscape. The proposed tower will also follow the stealth aspect of the existing towers, and it can be determined there is no impact to the surrounding uses view.



**Verizon Wireless • Proposed Base Station (Site No. 297013 “Combella”)
 1220 East Hill Street • Signal Hill, California**

Statement of Hammett & Edison, Inc., Consulting Engineers

The firm of Hammett & Edison, Inc., Consulting Engineers, has been retained on behalf of Verizon Wireless, a personal wireless telecommunications carrier, to evaluate the base station (Site No. 297013 “Combella”) proposed to be located at 1220 East Hill Street in Signal Hill, California, for compliance with appropriate guidelines limiting human exposure to radio frequency (“RF”) electromagnetic fields.

Executive Summary

Verizon proposes to install directional panel antennas on a tall pole, configured to resemble a palm tree, to be sited at 1220 East Hill Street in Signal Hill. The proposed operation will, together with the existing base stations nearby, comply with the FCC guidelines limiting public exposure to RF energy.

Prevailing Exposure Standards

The U.S. Congress requires that the Federal Communications Commission (“FCC”) evaluate its actions for possible significant impact on the environment. A summary of the FCC’s exposure limits is shown in Figure 1. These limits apply for continuous exposures and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. The most restrictive FCC limit for exposures of unlimited duration to radio frequency energy for several personal wireless services are as follows:

Wireless Service	Frequency Band	Occupational Limit	Public Limit
Microwave (Point-to-Point)	5–80 GHz	5.00 mW/cm ²	1.00 mW/cm ²
WiFi (and unlicensed uses)	2–6	5.00	1.00
BRS (Broadband Radio)	2,600 MHz	5.00	1.00
WCS (Wireless Communication)	2,300	5.00	1.00
AWS (Advanced Wireless)	2,100	5.00	1.00
PCS (Personal Communication)	1,950	5.00	1.00
Cellular	870	2.90	0.58
SMR (Specialized Mobile Radio)	855	2.85	0.57
700 MHz	700	2.40	0.48
[most restrictive frequency range]	30–300	1.00	0.20

General Facility Requirements

Base stations typically consist of two distinct parts: the electronic transceivers (also called “radios” or “channels”) that are connected to the traditional wired telephone lines, and the passive antennas that send the wireless signals created by the radios out to be received by individual subscriber units. The transceivers are often located at ground level and are connected to the antennas by coaxial cables. A



**Verizon Wireless • Proposed Base Station (Site No. 297013 “Combella”)
 1220 East Hill Street • Signal Hill, California**

small antenna for reception of GPS signals is also required, mounted with a clear view of the sky. Because of the short wavelength of the frequencies assigned by the FCC for wireless services, the antennas require line-of-sight paths for their signals to propagate well and so are installed at some height above ground. The antennas are designed to concentrate their energy toward the horizon, with very little energy wasted toward the sky or the ground. This means that it is generally not possible for exposure conditions to approach the maximum permissible exposure limits without being physically very near the antennas.

Computer Modeling Method

The FCC provides direction for determining compliance in its Office of Engineering and Technology Bulletin No. 65, “Evaluating Compliance with FCC-Specified Guidelines for Human Exposure to Radio Frequency Radiation,” dated August 1997. Figure 2 describes the calculation methodologies, reflecting the facts that a directional antenna’s radiation pattern is not fully formed at locations very close by (the “near-field” effect) and that at greater distances the power level from an energy source decreases with the square of the distance from it (the “inverse square law”). The conservative nature of this method for evaluating exposure conditions has been verified by numerous field tests.

Site and Facility Description

Based upon information provided by Verizon, including zoning drawings by C.R. Carney Architects, Inc., dated January 8, 2018, it is proposed to install twelve CommScope Model NHH-65C directional panel antennas on a new 64-foot steel pole, configured to resemble a palm tree,^{*} to be sited near the western corner of the parking lot for the commercial building located at 1220 East Hill Street in Signal Hill, at the southeast corner of the intersection between East Hill Street and Orange Avenue. The antennas would employ no downtilt, would be mounted at an effective height of about 60 feet above the pole base, 51 feet above the street, and would be oriented toward 110°T, 230°T, and 350°T, to provide service in all directions. The maximum effective radiated power in any direction would be 17,140 watts, representing simultaneous operation at 5,880 watts for AWS, 5,120 watts for PCS, 3,540 watts for cellular, and 2,600 watts for 700 MHz service. Also proposed to be located on the same pole is a microwave “dish” antenna, for interconnection of this site with others in the Verizon network.

Located to the northwest, across the intersection, are similar antennas for use by AT&T Mobility and T-Mobile, mounted on separate poles, also configured to resemble palm trees. For the limited purpose of this study, the transmitting facilities of those carriers are assumed to be as follows:

^{*} Foliage atop the pole puts the overall height at 67 feet.

**Verizon Wireless • Proposed Base Station (Site No. 297013 “Combella”)
 1220 East Hill Street • Signal Hill, California**

Operator	Service	Maximum ERP	Antenna Model	Downtilt	Height
T-Mobile	AWS	4,400 watts	Ericsson AIR21	2°	44 ft
	PCS	2,200	Ericsson AIR21	2	44
	700 MHz	1,800	Andrew LNX-6514DS	0	42
AT&T	AWS	2,100	Andrew SBNH-1D6565A	0	44
	PCS	5,300	Andrew SBNH-1D6565A	0	44
	Cellular	1,600	Andrew SBNH-1D6565A	2	44
	700 MHz	1,000	Andrew SBNH-1D6565A	2	44

Study Results

For a person anywhere at ground, the maximum RF exposure level due to the proposed Verizon operation by itself, including the contribution of the microwave antenna, is calculated to be 0.065 mW/cm², which is 7.2% of the applicable public exposure limit. The maximum calculated cumulative level at ground, for the simultaneous operation of all three carriers, is 9.8% of the public exposure limit. The maximum calculated cumulative level at the second-floor elevation of any nearby building[†] is 11% of the public limit. The maximum calculated cumulative level at the second-floor elevation of any nearby residence[‡] is 5.2% of the public exposure limit. It should be noted that these results include several “worst-case” assumptions and therefore are expected to overstate actual power density levels.

No Recommended Mitigation Measures

Due to their mounting location and height, the Verizon antennas would not be accessible to unauthorized persons, and so no mitigation measures are necessary to comply with the FCC public exposure guidelines. It is presumed that Verizon will, as an FCC licensee, take adequate steps to ensure that its employees or contractors receive appropriate training and comply with FCC occupational exposure guidelines whenever work is required near the antennas themselves.

Conclusion

Based on the information and analysis above, it is the undersigned’s professional opinion that operation of the base station proposed by Verizon Wireless at 1220 East Hill Street in Signal Hill, California, will comply with the prevailing standards for limiting public exposure to radio frequency energy and, therefore, will not for this reason cause a significant impact on the environment. The highest calculated level in publicly accessible areas is much less than the prevailing standards allow for exposures of unlimited duration. This finding is consistent with measurements of actual exposure conditions taken at other operating base stations.

[†] Located at least 80 feet from the Verizon site, based on photographs from Google Maps.

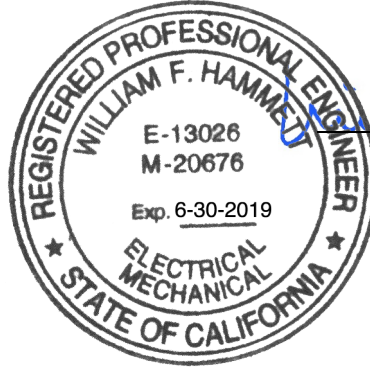
[‡] Located at least 180 feet from the Verizon site, based on photographs from Google Maps.


**Verizon Wireless • Proposed Base Station (Site No. 297013 “Combella”)
1220 East Hill Street • Signal Hill, California**

Authorship

The undersigned author of this statement is a qualified Professional Engineer, holding California Registration Nos. E-13026 and M-20676, which expire on June 30, 2019. This work has been carried out under his direction, and all statements are true and correct of his own knowledge except, where noted, when data has been supplied by others, which data he believes to be correct.

May 3, 2018




William F. Hammett, P.E.
707/996-5200

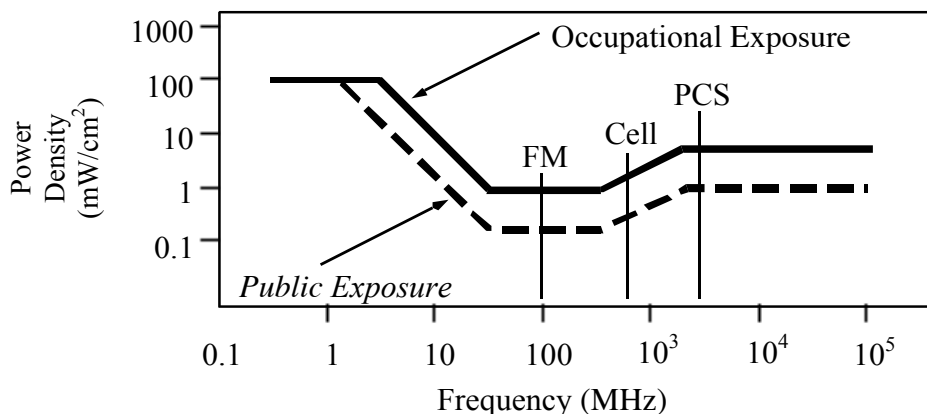


FCC Radio Frequency Protection Guide

The U.S. Congress required (1996 Telecom Act) the Federal Communications Commission (“FCC”) to adopt a nationwide human exposure standard to ensure that its licensees do not, cumulatively, have a significant impact on the environment. The FCC adopted the limits from Report No. 86, “Biological Effects and Exposure Criteria for Radiofrequency Electromagnetic Fields,” published in 1986 by the Congressionally chartered National Council on Radiation Protection and Measurements (“NCRP”). Separate limits apply for occupational and public exposure conditions, with the latter limits generally five times more restrictive. The more recent standard, developed by the Institute of Electrical and Electronics Engineers and approved as American National Standard ANSI/IEEE C95.1-2006, “Safety Levels with Respect to Human Exposure to Radio Frequency Electromagnetic Fields, 3 kHz to 300 GHz,” includes similar limits. These limits apply for continuous exposures from all sources and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health.

As shown in the table and chart below, separate limits apply for occupational and public exposure conditions, with the latter limits (in *italics* and/or dashed) up to five times more restrictive:

Frequency Applicable Range (MHz)	Electromagnetic Fields (f is frequency of emission in MHz)					
	Electric Field Strength (V/m)		Magnetic Field Strength (A/m)		Equivalent Far-Field Power Density (mW/cm ²)	
0.3 – 1.34	614	<i>614</i>	1.63	<i>1.63</i>	100	<i>100</i>
1.34 – 3.0	614	<i>823.8/f</i>	1.63	<i>2.19/f</i>	100	<i>180/f²</i>
3.0 – 30	1842/f	<i>823.8/f</i>	4.89/f	<i>2.19/f</i>	900/f ²	<i>180/f²</i>
30 – 300	61.4	<i>27.5</i>	0.163	<i>0.0729</i>	1.0	<i>0.2</i>
300 – 1,500	3.54√f	<i>1.59√f</i>	√f/106	<i>√f/238</i>	f/300	<i>f/1500</i>
1,500 – 100,000	137	<i>61.4</i>	0.364	<i>0.163</i>	5.0	<i>1.0</i>



Higher levels are allowed for short periods of time, such that total exposure levels averaged over six or thirty minutes, for occupational or public settings, respectively, do not exceed the limits, and higher levels also are allowed for exposures to small areas, such that the spatially averaged levels do not exceed the limits. However, neither of these allowances is incorporated in the conservative calculation formulas in the FCC Office of Engineering and Technology Bulletin No. 65 (August 1997) for projecting field levels. Hammett & Edison has built those formulas into a proprietary program that calculates, at each location on an arbitrary rectangular grid, the total expected power density from any number of individual radio sources. The program allows for the description of buildings and uneven terrain, if required to obtain more accurate projections.



RFR.CALC™ Calculation Methodology

Assessment by Calculation of Compliance with FCC Exposure Guidelines

The U.S. Congress required (1996 Telecom Act) the Federal Communications Commission (“FCC”) to adopt a nationwide human exposure standard to ensure that its licensees do not, cumulatively, have a significant impact on the environment. The maximum permissible exposure limits adopted by the FCC (see Figure 1) apply for continuous exposures from all sources and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. Higher levels are allowed for short periods of time, such that total exposure levels averaged over six or thirty minutes, for occupational or public settings, respectively, do not exceed the limits.

Near Field.

Prediction methods have been developed for the near field zone of panel (directional) and whip (omnidirectional) antennas, typical at wireless telecommunications base stations, as well as dish (aperture) antennas, typically used for microwave links. The antenna patterns are not fully formed in the near field at these antennas, and the FCC Office of Engineering and Technology Bulletin No. 65 (August 1997) gives suitable formulas for calculating power density within such zones.

For a panel or whip antenna, power density $S = \frac{180}{\theta_{BW}} \times \frac{0.1 \times P_{net}}{\pi \times D \times h}$, in mW/cm²,

and for an aperture antenna, maximum power density $S_{max} = \frac{0.1 \times 16 \times \eta \times P_{net}}{\pi \times h^2}$, in mW/cm²,

where θ_{BW} = half-power beamwidth of the antenna, in degrees, and
 P_{net} = net power input to the antenna, in watts,
 D = distance from antenna, in meters,
 h = aperture height of the antenna, in meters, and
 η = aperture efficiency (unitless, typically 0.5-0.8).

The factor of 0.1 in the numerators converts to the desired units of power density.

Far Field.

OET-65 gives this formula for calculating power density in the far field of an individual RF source:

power density $S = \frac{2.56 \times 1.64 \times 100 \times RFF^2 \times ERP}{4 \times \pi \times D^2}$, in mW/cm²,

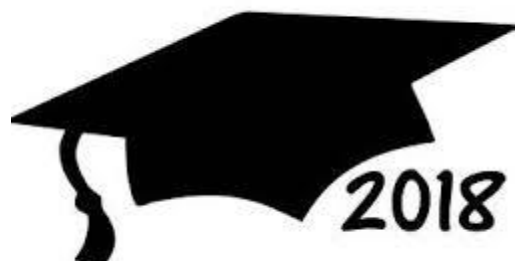
where ERP = total ERP (all polarizations), in kilowatts,
RFF = relative field factor at the direction to the actual point of calculation, and
D = distance from the center of radiation to the point of calculation, in meters.

The factor of 2.56 accounts for the increase in power density due to ground reflection, assuming a reflection coefficient of 1.6 (1.6 x 1.6 = 2.56). The factor of 1.64 is the gain of a half-wave dipole relative to an isotropic radiator. The factor of 100 in the numerator converts to the desired units of power density. This formula has been built into a proprietary program that calculates, at each location on an arbitrary rectangular grid, the total expected power density from any number of individual radiation sources. The program also allows for the description of uneven terrain in the vicinity, to obtain more accurate projections.



June

7a.





Amendment to CUP 16-02
Ten Mile Microbrewery

CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

PROCEDURES RELATIVE TO PUBLIC HEARINGS/WORKSHOPS

1. At the request of the Mayor/Chair, the City Clerk/Secretary reports on the Form of Notice given:
 - a. Notice was published in the *Signal Tribune* newspaper per Government Code §65091(a)(4) on June 8, 2018.
 - b. Notice was posted in accordance with Signal Hill Municipal Code Section 1.08.010 on June 8, 2018.
 - c. Notice was mailed to property owners within a 300' radius of the site on June 8, 2018.
2. Mayor/Chair asks for a staff report, which shall be included in written materials presented to the City Council/Commission so that they can be received into evidence by formal motion.
3. Mayor/Chair declares the public hearing open.
4. Mayor/Chair invites those persons who are in favor of the application to speak.
5. Mayor/Chair invites those persons who are in opposition to the application to speak.
6. Applicant or their representative is provided a brief rebuttal period.
7. Mayor/Chair declares the public hearing closed.
8. Discussion by Council/Commission only.
9. City Attorney reads title of resolutions and/or ordinances.
10. City Clerk/Secretary conducts Roll Call vote.



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

June 19, 2018

AGENDA ITEM

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

**FROM: COLLEEN DOAN
SENIOR PLANNER**

**SUBJECT: PUBLIC HEARING – AN AMENDMENT TO CONDITIONAL USE PERMIT
16-02 FOR TEN MILE BREWING COMPANY AT 1136 E. WILLOW
STREET**

Summary:

The applicant, Daniel Sundstrom, is proposing to amend Conditional Use Permit 16-02, to allow extended hours of operation and live music at Ten Mile Brewing Company located at 1136 E. Willow Street in the Commercial Industrial (CI) zoning district.

Recommendation:

Waive further reading and adopt the following resolution, entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF AN AMENDMENT TO CONDITIONAL USE PERMIT 16-02, A REQUEST TO ALLOW EXTENDED HOURS OF OPERATION AND LIVE MUSIC AT AN EXISTING BREWERY WITH ON-SITE TASTING ROOM AND OUTDOOR TASTING AREA AT 1136 E. WILLOW STREET IN THE COMMERCIAL INDUSTRIAL (CI) ZONING DISTRICT

Strategic Plan Objective:

Goal No. 3: Promote a strong local economic base.

Objective 3.1.3: Help retain existing businesses in the City.

Background:

The alcoholic beverage manufacturing industry has experienced significant growth across the country in the past 30 years. California has emerged as a leader in the micro/craft brewery sector. Given the popularity of the industry, staff had received multiple requests to operate micro-breweries with associated tasting rooms or outdoor tasting areas in industrial zones throughout the City. Prior to 2016, the Signal Hill Municipal Code (SHMC) did not list alcoholic beverage manufacturing in the use classifications. Therefore, although it was considered a desirable use, it could not be allowed without approval of a Zoning Ordinance Amendment.

On February 17, 2016, Daniel Sundstrom acting as the authorized agent for the property owner Mark McGuire submitted an application for a Zoning Ordinance Amendment (ZOA) and a Conditional Use Permit (CUP) to operate a brewery with a tasting room and on-site sale of beverages and associated merchandise at 1136 E. Willow Street.

On May 17, 2016, the Planning Commission held a duly noticed public workshop to consider the ZOA. The Commission considered a summary of standards established for micro-breweries by other cities including zoning, parking, hours of operation, and the allowance of food trucks. The applicant/brewery operator, together with his family members who would all be involved with the business along with several community members spoke in favor of the use and the proposed brewery. All five members of the Commission spoke in support of the ZOA and noted that the use would be a positive social and community use, and would re-invigorate the previously vacant location. The Commission directed staff to bring the item back to a public hearing.

On June 21, 2016, the Planning Commission held a duly noticed public hearing and unanimously recommended City Council approval of ZOA 16-04, CUP 16-02 and the associated Negative Declaration (ND).

On July 12, 2016, the City Council held a duly noticed public hearing and unanimously approved the ZOA, CUP and associated ND, and further noted that they welcomed the brewery to the City.

On March 12, 2018, six months after the brewery opened, as required by Condition No. 3, the applicant held a duly noticed community meeting at the brewery location to obtain input from the public regarding any impacts they had experienced related to the brewery and tasting room operations, property maintenance, parking, or other nuisances. Six people and one City staff member attended the meeting, including the property owner and an employee of a neighboring business south of the brewery on the same block with access on Cerritos Avenue. There were no impacts or concerns voiced at the meeting, and the attendant from the neighboring business was complementary of the building remodel, maintenance, and the brewery operations.

On May 10, 2018, the applicant filed an application to amend CUP 16-02 to allow extended hours of operation for the tasting room, outdoor tasting area, and food truck service, and to allow live music during the same hours.

Analysis:

The approved CUP for the brewery included conditions limiting:

- The hours of operation of the tasting room;
- The hours of operation of the food truck service, and
- Prohibiting live bands.

An outdoor tasting area was permitted, and the location was initially envisioned in the covered front porch area, but at the time the applicant chose to focus on the improvements to the interior and save the outdoor seating improvements for a later date.



Nine months after opening, Ten Mile brewery is a popular and successful business. The owners are preparing to install the outdoor tasting area and they have submitted a CUP Amendment Request package (Attachment A), to allow an expansion of the business as follows:

- Extended hours of operation for the currently operating tasting room;
- Extended hours of operation for the pending outdoor tasting area;
- Extended hours of operation for the food truck service, to harmonize with the tasting hours; and
- Live music during the same hours of operation as the tasting hours.

Subject Site Characteristics

The site is located at 1136 E. Willow Street, on the southwest corner of E. Willow Street and Cerritos Avenue and is zoned CI, Commercial Industrial. Adjacent uses include:

- North: Cemetery in the City of Long Beach;
- South: California Resources Corp. – Oil field storage yard;
- East: GEM Mobile Treatment Services – Refinery, vapor control and water treatment services; and
- West: Monarch Health Care – Laboratory and research facility.

VICINITY MAP



The brewery is located in one of three tenant spaces in the building:

- 1136 E. Willow Street – Tenant Mile Brewing Company, a brewery with tasting room;
- 1138 E. Willow Street – vacant storage space with 200 square-feet of office; and
- 1140 E. Willow Street – personal storage are for the property owner.

Hours of Operation

The approved CUP for the brewery includes a condition of approval to regulate the tasting room and food truck service hours of operation. The approved hours were developed at the applicant's request, based on his anticipated needs.

Previously Approved Tasting Room Hours

Day	Time
Wednesday – Thursday	4:00PM – 9:00PM
Friday	3:00PM – 11:00PM
Saturday	12:00PM – 11:00PM
Sunday	1:00PM – 8:00PM

Previous Food Truck Service Hours

Day	Time
Wednesday – Sunday	5:00PM – 9:00PM
Weekends only	12:00PM – 2:00PM

The applicant is seeking approval for extended hours of operation. He would like to add Monday and Tuesday to the current Wednesday thru Sunday operating days, and to extend the hours of operation for those days adding one hour each to the previous opening and closing times. He is also requesting to extend the previous food truck service hours so that they harmonize with the tasting hours. The request would result in the following operating hours as noted in Condition Nos. 3, 5 and 9 as follows:

Requested Tasting Room, Outdoor Tasting Area and Food Truck Hours

Day	Time
Monday – Thursday	3:00PM – 10:00PM
Friday	3:00PM – 11:00PM
Saturday	12:00PM – 11:00PM
Sunday	1:00PM – 8:00PM

Live Music

The applicant is also requesting to have live music, which is a popular amenity for many similar breweries. He has submitted a floor plan with the amendment request package which designates an area of 80 square-feet for the live entertainment within the tasting room (Attachment B). He has agreed to Condition No. 11 which excludes heavy metal, mariachi, or other excessively loud music types, and allows live entertainment only during the hours of operation for the tasting room and outside tasting area. The entertainment may include acoustic or amplified singers, musicians or bands with no more than five members. No outdoor speakers are allowed to operate on-site. In addition, noise levels from the entertainment must comply with Chapter 9.16 "Noise" of the SHMC.

The applicant has also agreed to Condition No. 12 regarding noise, which states, "should the City receive noise complaints on a continuous basis as determined by the City, the applicant shall work with staff to mitigate the complaints by all reasonable measures including but not limited to reducing volumes, reducing the total number or type of musicians and instruments allowed, or if deemed necessary by the Director of Community Development, paying the cost to have an acoustical study prepared to determine whether a violation of the City's Noise Ordinance exists, and by implementing all mitigation measures recommended by the study within 30 days if the study shows there are violations". Finally, the applicant has agreed to Condition No. 13, to hold a noticed community meeting six months after initiation of the extended hours of operation, or live entertainment, whichever comes first, to obtain input from the public regarding any

impacts they have experienced. It also requires the applicant to prepare a summary report of the meeting to be shared with the City Council during the CUP annual review, or sooner if determined necessary by the Director of Community Development.

Outreach to Neighbors

The applicant has communicated the desired extended hours of operation and proposed live music request to adjacent businesses and has submitted documentation of both written and verbal confirmation that they do not object to the business expansion requests (Attachments C and D).

Outdoor Tasting Area

The approved CUP allows an outdoor tasting area of limited size based on the parking requirement, and also requires that the manufacturing/brewing employee hours be limited to non-tasting hours of operation. The applicant has submitted the proposed location and size of the outdoor tasting area for staff review and has also requested a queueing area for patrons of the food truck (Attachment E). The location for the tasting area was initially envisioned, on the covered front porch area with access to the inside from the roll up door and main entrance. The requested size is 300 square-feet, which complies with the parking standards of the SHMC. A condition of approval restricts seating in the food truck queueing area.

Approved:

Scott Charney

Attachments



May 10, 2018

TO:
CITY OF SIGNAL HILL
2175 Cherry Avenue
Signal Hill, CA 90755

FROM:
TEN MILE BREWING CO
1136 E Willow Street
Signal Hill, CA 90755

CONDITIONAL USE PERMIT AMENDMENT REQUESTS

Ten Mile Brewing Co has been operational in the city of Signal Hill for eight months now and we have seen a consistent and steady growth in our business. The work we did to obtain our CUP by looking at other cities and breweries continues to be a benchmark for what and how we aim to improve our business and contribution to our community.

Throughout our process we were asked to take pictures and look at what other breweries in other cities were doing as part of our presentation to the City Council. Our research has continued and from it we believe the following amendments will make a significant beneficial impact on both our business and our city.

Thank you for taking the time to review the following. We look forward to being able to bring these amendments before City Council in the very near future.

Sincerely,

A handwritten signature in black ink that reads "Joann Sundstrom". The signature is fluid and cursive, with the first name "Joann" and last name "Sundstrom" clearly distinguishable.

Joann Sundstrom
Owner/CFO
Ten Mile Brewing Co



CONDITIONAL USE PERMIT AMENDMENT REQUEST #1: OUTSIDE PATIO

Living in Southern California, we are blessed with great weather for much of the year. As such, we are requesting to make the front entrance area of our building extended seating for our customers.

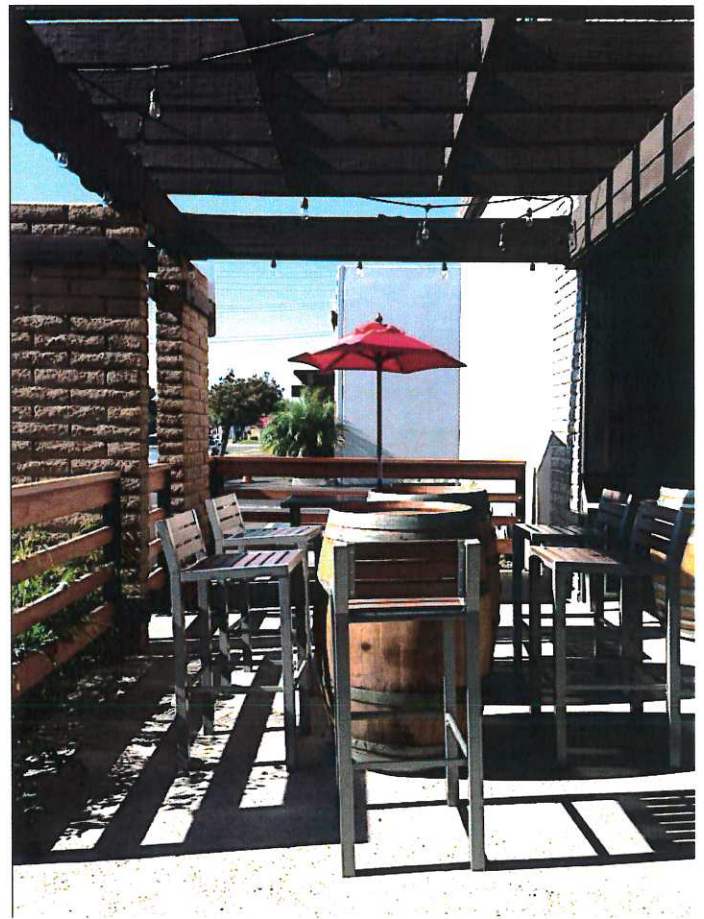
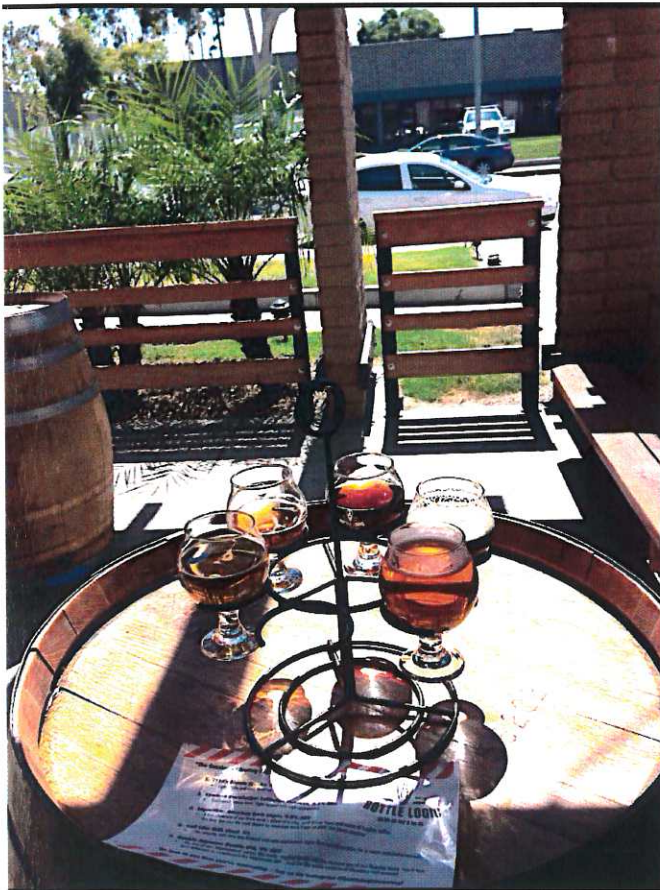
The square footage we are discussing is 418 square feet. We have included for your review, a computerized rendering of this area from several vantage points. We would include several standing counters as well as benches for seating. We are anticipating using the same type of materials as we did on our interior to keep the continuity of our look inside and out.

In accordance with ABC code we will coral the area with clear boundaries while still allowing easy flow in and out of the area and having an unrestricted area by the Handicap parking space.

With our food truck parking area right in front, it will be most convenient to allow our customers to exit the building with their beverage and approach the truck to order their meal.

Our building owner, Mark McGuire, has agreed to relinquish the parking spots that belong to the other two spaces, since based on the last 7 months of operation he has never used the spaces allotted to those. He has offered to sign an agreement stating this for the record. Therefore, as suggested by Colleen Doan, we would like to convert those spaces into square footage to help amend this request.

BOTTLE LOGIC BREWERY - ANAHEIM



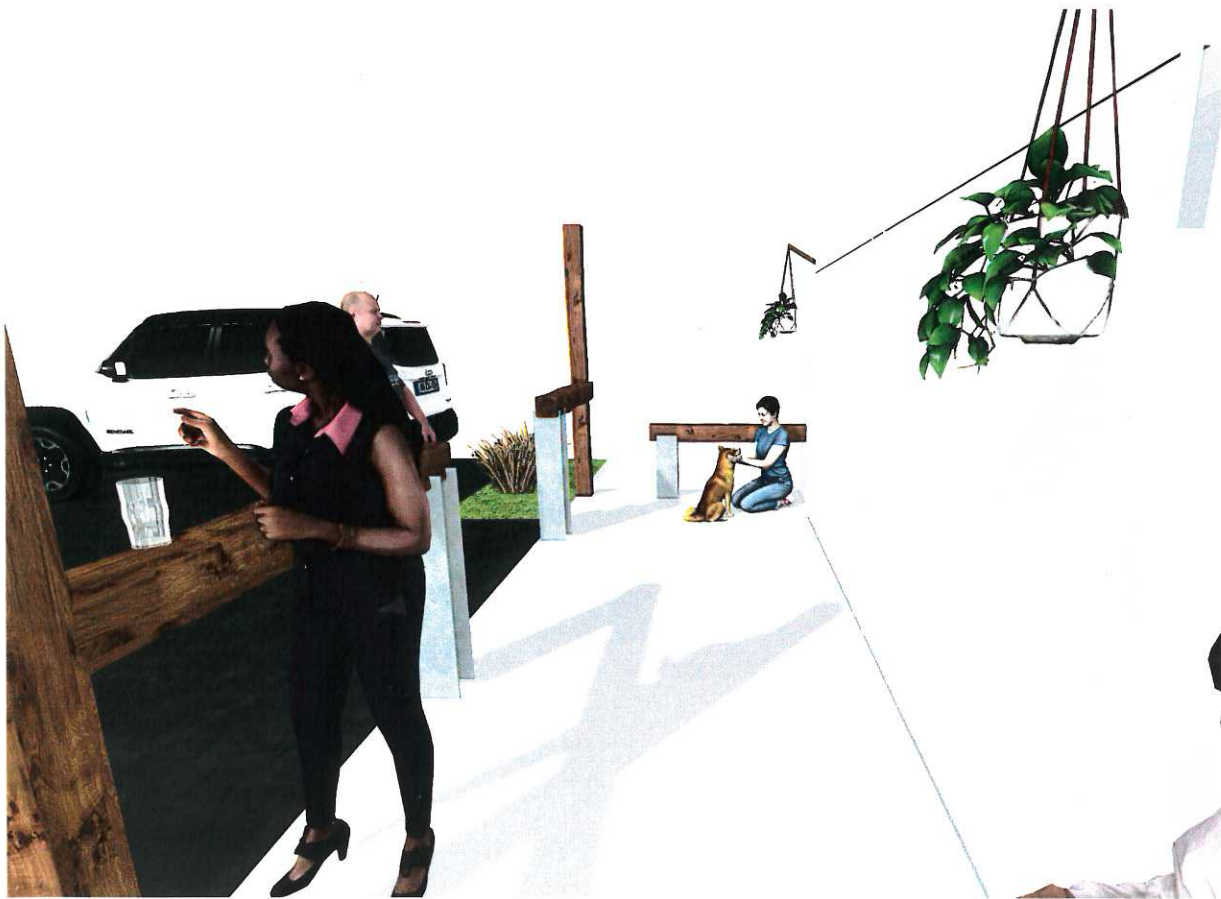
GUNWHALE BREWING – COSTA MESA

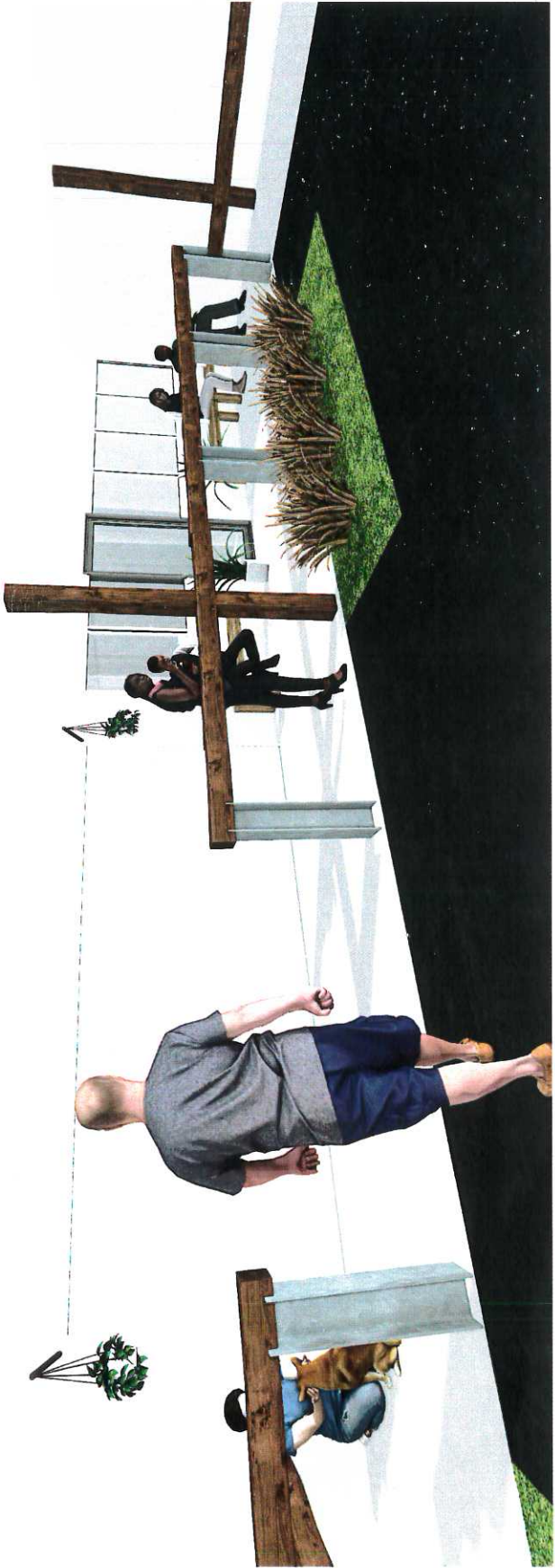


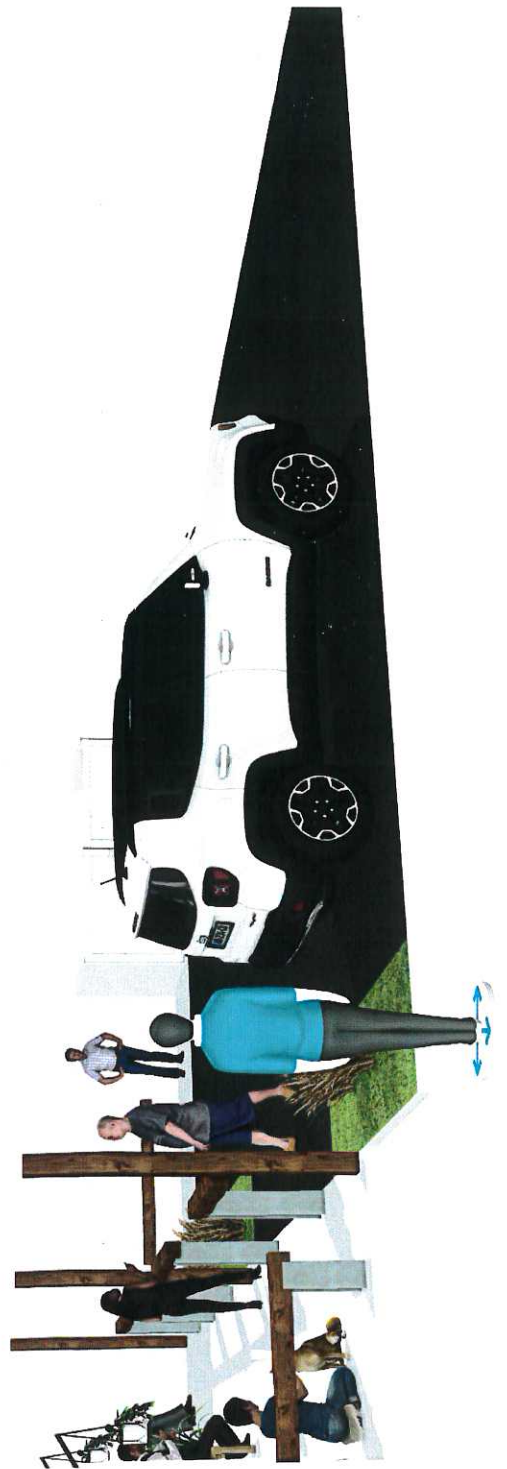
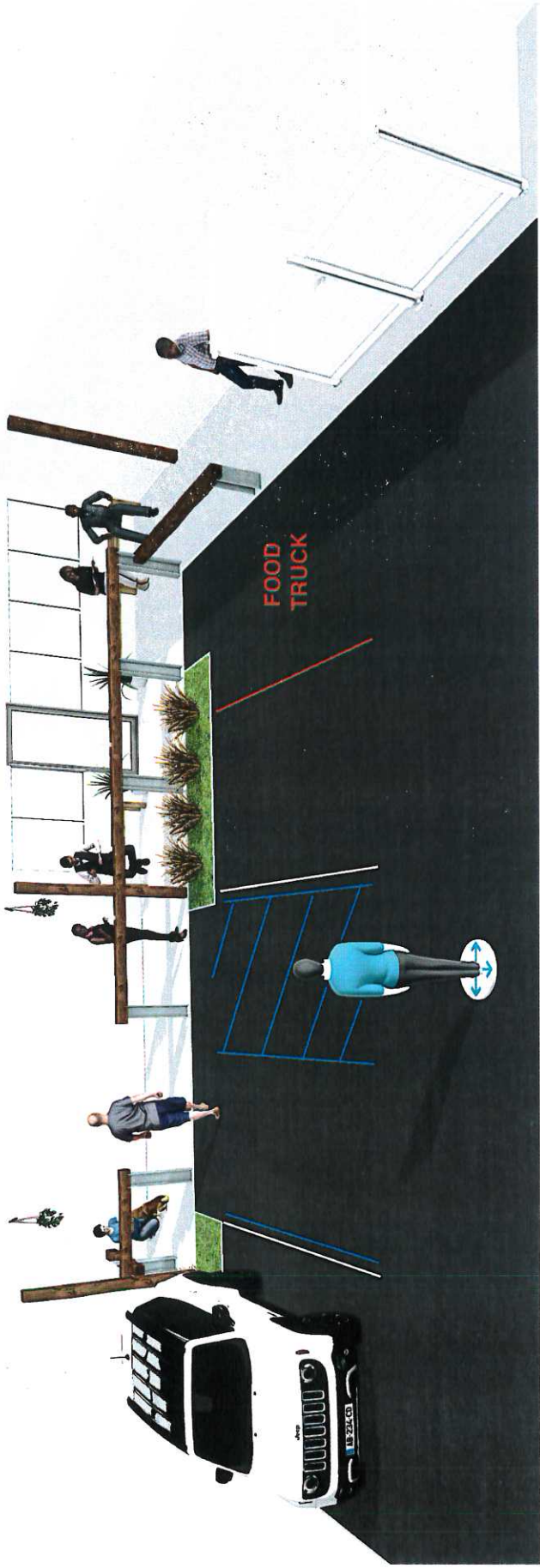
RIIP BREWING – HUNTINGTON BEACH & LAST NAME BREWING - UPLAND



TEN MILE BREWING PROPOSED FRONT ENTRANCE SEATING









CONDITIONAL USE PERMIT AMENDMENT REQUEST #2: EXTENDED HOURS OF OPERATION

We have noticed a growing need to extend our Wednesday, Thursday and Sunday hours by adding an hour to our opening and closing times on these days. We have continued to see our business at a relatively full level when it is time to close, currently 9 pm Wednesday & Thursday and 8 pm Sunday. We have attached time and date stamped images from our security system showing the amount of customers still present within an hour of closing.

We are also asking for the ability to extend our hours to include Monday and Tuesday with those hours being equal to Wednesday and Thursday, 3 pm – 10 pm.

We have done research as to the current hours of other local breweries in nearby cities and have listed them below for your reference.

Long Beach Beer Lab

518 W Willow St, **Long Beach**, CA 90806

Friday	12PM–12AM
Saturday	12PM–12AM
Sunday	12PM–10PM
Monday	12PM–10PM
Tuesday	Closed
Wednesday	5PM–10PM
Thursday	12PM–10PM

Phantom Carriage

18525 S Main St, **Carson**, CA 90248

Friday	11:30AM – 12AM
Saturday	12PM – 12AM
Sunday	11AM – 6PM
Monday	3PM -10PM
Tuesday	11:30AM-10PM
Wednesday	11:30AM-10PM
Thursday	11:30AM-10PM

Three Weavers Brewing

1031 W Manchester Blvd A-B, **Inglewood**, CA 90301

Friday	12PM–12AM
Saturday	12PM–12AM
Sunday	12–10PM
Monday	3PM-10PM
Tuesday	3PM-10PM
Wednesday	3PM-10PM
Thursday	3PM-10PM

Noble Ale Works Brewing

1621 S Sinclair St B, **Anaheim**, CA 92806

Friday	4PM–12AM
Saturday	12PM–12AM
Sunday	12PM–8PM
Monday	4PM-11PM
Tuesday	4PM-11PM
Wednesday	4PM-11PM
Thursday	4PM-11PM

CURRENT TEN MILE BREWING HOURS OF OPERATION:

Friday	3PM–11PM
Saturday	12PM–11PM
Sunday	1PM–8PM
Monday	CLOSED
Tuesday	CLOSED
Wednesday	4PM-9PM
Thursday	4PM-9PM

REQUESTED TEN MILE BREWING HOURS OF OPERATION:

Friday	3PM–11PM
Saturday	12PM–11PM
Sunday	12PM–10PM
Monday	3PM-10PM
Tuesday	3PM-10PM
Wednesday	3PM-10PM
Thursday	3PM-10PM

TEN MILE BREWING – WEDNESDAY 7 & 9 PM



TEN MILE BREWING – THURSDAY 8 PM



TEN MILE BREWING – SUNDAY 7:45 PM





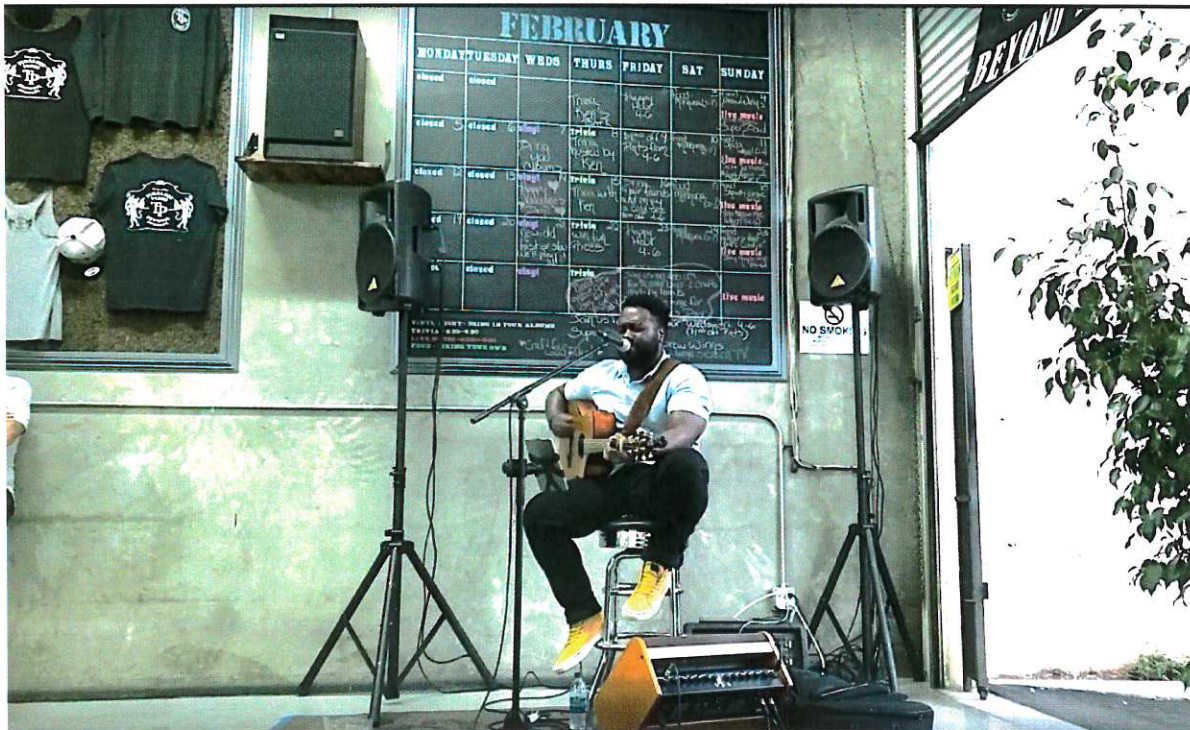
CONDITIONAL USE PERMIT AMENDMENT REQUEST #3: LIVE MUSIC

We are requesting an amendment that will allow us to have acoustical style live music. Ten Mile would like to create a place where local talent can be showcased and feel it would be a great benefit to our community.

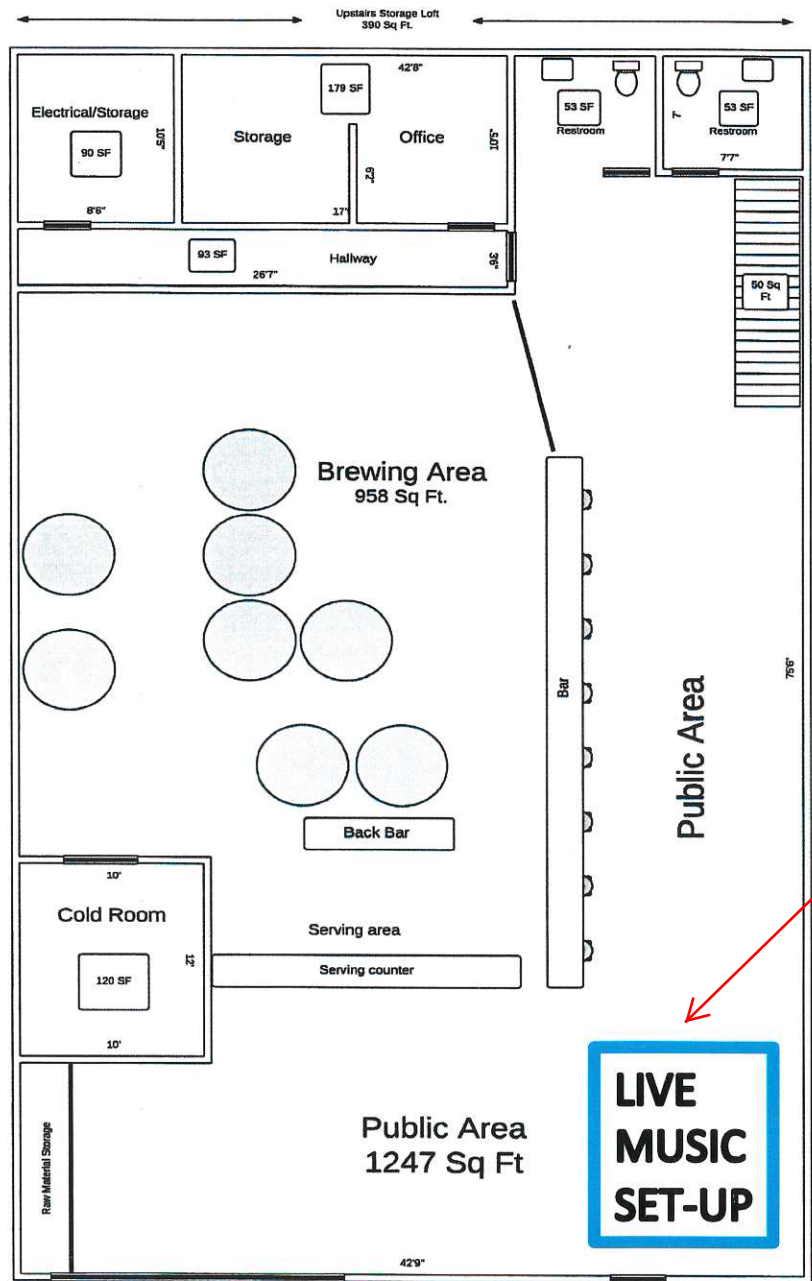
This is a very common practice in coffee shops and breweries alike; we have included sample images of local breweries in local cities. Please also see attached proposed floor plan.

Because of our location and surrounding neighbors and the fact that when we're open business around us are generally closed, there would not be any distraction or nuisance to them.

TIMELESS PINTS & DUTCH'S BREWHOUSE



TEN MILE BREWING SAMPLE SET UP FOR INDOOR LIVE MUSIC

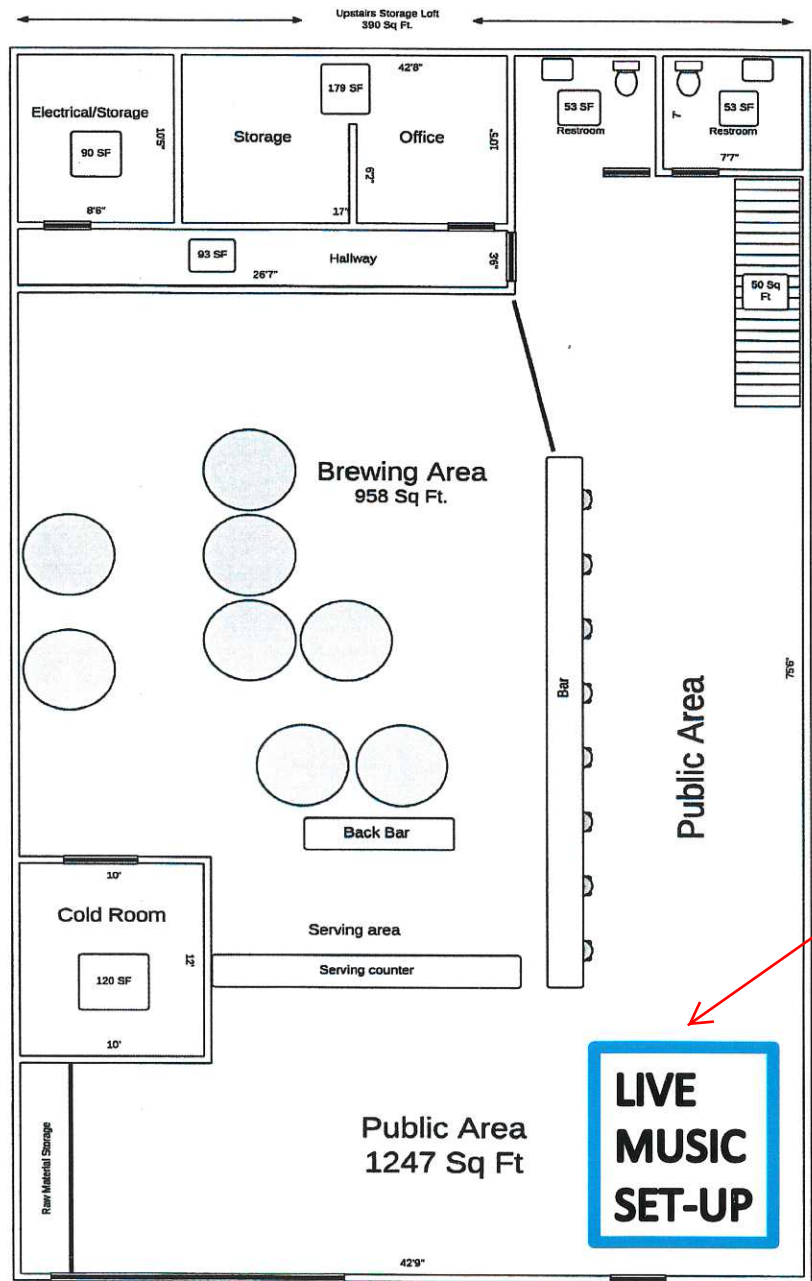


Ten Mile Brewing

Total Building Sq Ft
3227 Sq Ft

Exhibit A

TEN MILE BREWING SAMPLE SET UP FOR INDOOR LIVE MUSIC



Scale 1/84
4' 8' 12' 16'

N
↓

Ten Mile Brewing

Total Building Sq Ft
3227 Sq Ft



To Whom it May Concern,

Ten Mile Brewing Company has contacted our surrounding neighbors at 1136 E Willow St. in accordance with the City of Signal Hill's request to gain approval for hosting live music during our hours of operation. Each neighbor has complied with our request to host musicians and bands of no more than 5 instruments at any given time.

In addition, neighbors were also asked to approve the expansion request of Ten Mile Brewing Company for outdoor seating and minimal extended hours, which each neighbor has approved.

List of neighbors:

Business - Property Owner

Contact - Mark McGuire

Position - Landlord

Business - GEM

Contact - Paul Tanious

Position - Operations Manager

Business - Power Trip

Contact - Evan Crawford

Position - Owner


Business - Optum

Contact - Tony Tristao

Position - Building Point Person

Sincerely,

Dan Sundstrom

Sign | Date: 

June 14, 2018

Attachment C

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF AN AMENDMENT TO CONDITIONAL USE PERMIT 16-02, A REQUEST TO ALLOW EXTENDED HOURS OF OPERATION AND LIVE MUSIC AT AN EXISTING BREWERY WITH ON-SITE TASTING ROOM AND OUTDOOR TASTING AREA AT 1136 E. WILLOW STREET IN THE COMMERCIAL INDUSTRIAL (CI) ZONING DISTRICT

WHEREAS, on February 17, 2016, the applicant, Daniel Sundstrom, as authorized agent for the property owner Mark McGuire, filed an application with the City of Signal Hill for Zoning Ordinance Amendment (ZOA) 16-04, and Conditional Use Permit (CUP) 16-02 to conditionally permit alcoholic beverage manufacturing (a brewery) with tasting room and food truck service with an allowance for a future outdoor tasting area at 1136 E. Willow Street in the Commercial Industrial (CI) zoning district; and

WHEREAS, on May 17, 2016, the Planning Commission held a duly noticed workshop to consider permitting alcoholic beverage manufacturing with tasting rooms in the industrial zoning districts, and also considered the requested CUP for a brewery and tasting room at 1136 E. Willow Street as a test case for determining appropriate standards for parking, the use of food trucks, outdoor seating, separation from sensitive and like uses, and other associated regulations, and the Commission recommended staff schedule a public hearing to consider ZOA 16-04 and CUP 16-02; and

WHEREAS, the brewery use supports Strategic Plan Objective No. 3.1.2: Attract new sales tax-producing businesses to the City; and

WHEREAS, pursuant to Signal Hill Municipal Code (SHMC) Chapter 20.64, entitled "Uses Subject to Conditional Use Permit," the subject project to allow alcoholic beverage manufacturing citywide and to allow a brewery with tasting room at 1136 E. Willow Street was properly a matter for Planning Commission review and recommendation

to the City Council for approval; and

WHEREAS, on June 21, 2016, the Planning Commission held a duly noticed public hearing and all interested persons were given an opportunity to be heard regarding Negative Declaration (ND) 06/10/16(1), ZOA 16-04, and CUP 16-02, to allow alcoholic beverage manufacturing citywide and to allow a brewery with tasting room at 1136 E. Willow Street, and the Planning Commission recommended City Council adoption of ND 06/10/16(1), ZOA 16-04, and CUP 16-02, to allow the brewery and tasting room with the option for an outdoor tasting area; and

WHEREAS, on July 12, 2016, the City Council held a duly noticed public hearing and all interested parties were given an opportunity to be heard regarding the proposed project, and the City Council adopted ND 06/10/16(1) in satisfaction of requirements of the California Environmental Quality Act (CEQA), ZOA16-04, and CUP 16-02, to allow alcoholic beverage manufacturing citywide and to allow a brewery and tasting room with the option for an outdoor tasting area at 1136 E. Willow Street; and

WHEREAS, on March 12, 2018, six months after the brewery opened, as required by the conditions of approval of CUP 16-02, the applicant held a duly noticed community meeting at the brewery location to obtain input from the public regarding any impacts they had experienced related to the brewery and tasting room operations, property maintenance, parking or other nuisances. Six people and one City staff member attended the meeting, including the property owner and an employee of a neighboring business south of the brewery on the same block with access on Cerritos Avenue. There were no impacts or concerns voiced at the meeting, and the attendant from the neighboring business was complementary of the building remodel, maintenance, and the brewery operations; and

WHEREAS, on May 10, 2018, the applicant, Daniel Sundstrom, filed an application with the City of Signal Hill to amend CUP 16-02 to allow extended hours of

operation for the tasting room and outdoor tasting area and food truck service, and to allow live music during the same hours for the existing brewery at 1136 E. Willow Street in the CI, Commercial Industrial, zoning district; and

WHEREAS, the applicant has submitted a CUP amendment request package which includes a request for extended hours of operation include adding Monday and Tuesday to the current Wednesday thru Sunday operating days, adding one hour to the previous opening and closing hours for the week days, and extending the previous food truck hours so that they harmonize with the tasting hours so that all operate from 3pm to 10 pm Monday through Thursday, and all other operating days and hours for the tasting room and outdoor tasting area would remain the same and the applicant has conducted outreach to neighboring businesses and provided documentation of written and verbal confirmation that they do not object to the amendment requests; and

WHEREAS, the applicant has agreed to a condition of approval that requires the brewery manufacturing employee hours be limited to non-tasting hours, and the applicant requested the hours of 6am to 2pm Monday through Friday (Exhibit A); and

WHEREAS, applicant intends to add a 300 square-foot outdoor tasting area and queueing area where customers may carry beverages while ordering food from the food truck, and ABC approval is required as well as an ABC approved perimeter barrier, and the tasting area is permitted under the SHMC. The size and location of the outdoor tasting area shall conform to the approved outdoor tasting and queueing area plan on file in the Community Development Department (Exhibit B). The applicant is required to submit documentation of ABC approval, prior to construction or use of these areas; and

WHEREAS, the applicant has submitted a CUP amendment request package which includes a request for live music and a floor plan with a designated 80 square-foot area for the live entertainment within the tasting room (Exhibit C), and has agreed to the conditions of approval that exclude heavy metal, mariachi, or other excessively loud music

types, and allows live entertainment only during the hours of operation for the tasting room and outside tasting area and the entertainment may include acoustic or amplified singers, musicians or bands with no more than five members and no outdoor speakers are allowed to operate on site and noise levels from the entertainment must comply with SHMC Chapter 9.16 "Noise;" and

WHEARAS, the applicant has agreed to the condition of approval regarding noise that should the City receive noise complaints on a continuous basis as determined by the City, the applicant shall work with staff to mitigate the complaints by all reasonable measures including but not limited to reducing volumes, reducing the total number or type of musicians and instruments allowed, or if deemed necessary by the Director of Community Development, paying the cost to have an acoustical study prepared to determine whether a violation of the City's Noise Ordinance exists, and by implementing all mitigation measures recommended by the study within 30 days if the study shows there are violations; and

WHEREAS, the applicant has agreed to a condition of approval to hold a community meeting at the brewery location, six months after initiation of the extended hours of operation, or initiation of live entertainment, whichever is first, to obtain input from the public regarding any impacts they have experienced and the applicant shall provide a summary report of the meeting to be shared with the City Council during the CUP annual review, or sooner if determined necessary by the Director of Community Development; and

WHEREAS, The Community Development Department shall inspect the subject premises and report to the City Council on an annual basis regarding the applicant's compliance with these conditions. The City may add additional conditions, if necessary, or if any violations of these conditions have occurred, the CUP can be scheduled for revocation pursuant to Signal Hill Municipal Code 20.64.120 or other appropriate action; and

WHEREAS, this project is categorically exempt from the requirements of

CEQA, pursuant to Section 15301, Class 1 of the California Administrative Code in that the project involves negligible expansion of an existing use; and

WHEREAS, pursuant to SHMC Chapter 20.86 entitled “Amendments,” the subject project to amend CUP 16-02 is properly a matter for Planning Commission review and recommendation to the City Council for approval; and

WHEREAS, on June 8, 2018, notice of a Planning Commission public hearing to be held on June 19, 2018, for the requested amendment to CUP 16-02 was mailed to all property owners within 300 feet of the site, was published in the Signal Tribune newspaper, and was posted according to SHMC 01.08.010; and

WHEREAS, on June 19, 2018, the Planning Commission held a duly noticed public hearing and all interested persons were given an opportunity to be heard; and

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

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

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

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

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

Finding regarding Policy 1.7 – The requested amendment to Conditional Use Permit 16-02 is beneficial to the City's sales tax base and manufacturing sector in that it allows the expansion of this popular business which has a commercial and sales tax generating element.

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

Land Use Element Policy 3.10 - "Encourage the revitalization and redevelopment of older commercial and industrial areas.

Finding regarding Policy 3.10 – The requested amendment to CUP 16-02 allows the expansion of a sales-oriented commercial use with a social component in an industrial zoning district during hours when the industrial facilities are not typically open and therefore revitalizes the area, but does not interfere with the function of the other permitted industrial uses.

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

The requested expansion of the existing brewery hours is minimal. The size and location of the outside tasting area and food truck queueing area conforms to the development standards of the Signal Hill Municipal Code. The location of the requested live music is within the existing brewery tasting room. The brewery is not located in close proximity to residences and the conditions of approval have mitigation measures to avoid noise nuisances. The brewery is located on a developed commercial industrial property which is adequate in size and shape to accommodate the operation and maintenance of the manufacturing, the tasting activities and has sufficient parking, landscaping, loading areas and otherwise conforms to the development standards of the Signal Hill Municipal Code.

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

The project is for the expansion of hours of operation and live music for an existing brewery with tasting room and outside tasting area on a developed property adjacent to Willow Street between Cerritos and Lemon Avenues. The adjacent streets and the access to on-site parking are sufficient to accommodate the commercial and

manufacturing use that the property is zoned for.

3. The proposed use will have no adverse effect on abutting property or the permitted use thereof.

The existing brewery and tasting room have been open for nine months, and as required held a community meeting after being open for six months in order to obtain input from the public regarding any impacts they had experienced related to the brewery and tasting room operations, property maintenance, parking or other nuisances, and no complaints have been received. The expansion of hours of operation is minimal and the applicant has conducted outreach to neighboring businesses regarding the live music and no objections have been received. The accompanying operational conditions of approval and performance standards of the SHMC will regulate the use sufficiently such that it will not have an adverse effect on abutting properties or the permitted use thereof.

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

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Planning Commission of the City of Signal Hill does hereby recommend that the City Council approve the amendment to CUP 97-03 subject to the conditions attached hereto as Exhibit A.

PASSED, APPROVED, AND ADOPTED, at a regular meeting of the Planning Commission of the City of Signal Hill, California, on this 19th day of June, 2018.

ROSE RICHÁRD
CHAIR

ATTEST:

SCOTT CHARNEY
COMMISSION SECRETARY

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

I, SCOTT CHARNEY, Commission Secretary do hereby certify that Resolution No. _____ was adopted by the Planning Commission of the City of Signal Hill, California, at a regular meeting held on the 19th day of June, 2018, and was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

SCOTT CHARNEY
COMMISSION SECRETARY

AMENDMENT TO CONDITIONAL USE PERMIT 16-02
Recommended Conditions of Approval

Project: **A REQUEST TO EXTEND THE HOURS OF OPERATION FOR THE TASTING ROOM, OUTDOOR TASTING AREA, AND FOOD TRUCK SERVICE, AND TO ALLOW LIVE MUSIC AT AN EXISTING BREWERY IN THE CI, COMMERCIAL INDUSTRIAL, ZONING DISTRICT**

Location: **1136 E. WILLOW STREET**

Property Owner: **MARK MCGUIRE**

Agent/Applicant: **DANIEL SUNDSTROM**

1. The applicant shall agree to defend, indemnify and hold harmless, the City of Signal Hill, its agents, officers and employees from any claim, action or proceeding against the City of Signal Hill or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Signal Hill, its legislative body, advisory agencies, or administrative officers concerning subject approval. The City of Signal Hill will promptly notify the applicant of any such claim, action or proceeding against the City of Signal Hill and the applicant, or owner, will either undertake defense of the matter and pay the City's associated legal costs, or will advance funds to pay for defense of the matter by the City Attorney. If the City of Signal Hill fails to promptly notify the applicant of any such claim, action or proceeding, or fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City of Signal Hill. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.
2. Approval shall be null and void if the extended hours for the tasting room and outdoor tasting area and live entertainment associated with the subject Conditional Use Permit amendment have not commenced within one year from the date of City Council approval, unless a request for extension is requested and granted by the Director of Community Development.
3. The brewery with tasting room and outdoor tasting area shall comply with all of the special development standards for alcohol beverage manufacturing with tasting rooms, pursuant to footnote SS in Section 20.20.020 of the Signal Hill Municipal Code entitled "Use classifications", including limiting the brewery manufacturing employee hours to the following non-tasting room hours to accommodate the added outdoor tasting area.

Exhibit A

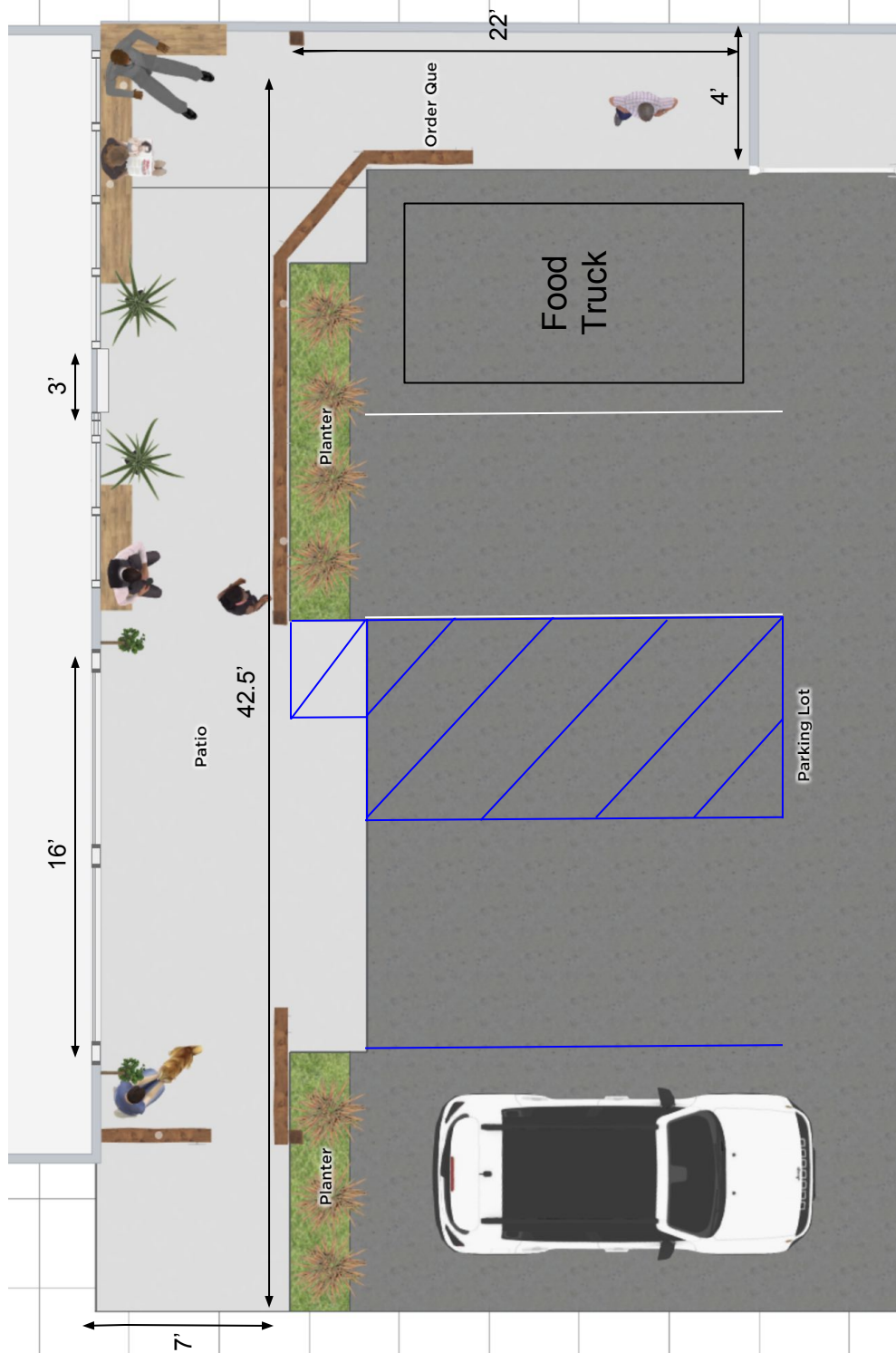
- 6AM – 2PM Monday – Friday
4. The brewery with tasting room and outdoor tasting area shall have a valid business license at all times.
 5. The brewery shall limit the tasting room and outdoor tasting area hours of operation to the following:
 - 3PM – 10PM Monday thru Thursday
 - 3PM – 11PM Friday
 - 12PM – 11PM Saturday
 - 1PM – 9PM Sunday
 6. The size of the brewery tasting room shall be limited to 1,247 square-feet and both the size and location shall conform to the approved floor plan on file in the Community Development Department.
 7. An outdoor tasting area of 300 square-feet and a food truck cueing area where customers may carry beverages while ordering food from the food truck, with ABC approved perimeter barrier is allowed upon approval by ABC. The size and location shall conform to the approved outdoor tasting and cueing area plan on file in the Community Development Department. The applicant is required to submit documentation of ABC approval, prior to construction or use of these areas.
 8. A total of 15 of the 22 parking spaces on-site shall remain available for the brewery tasting room and outdoor tasting area. The other uses on the site shall provide parking spaces in accordance with Chapter 20.70 for any future uses.
 9. Only one food truck or mobile food vendor is allowed to operate on-site at a time and shall be located within the parking space noted on the approved parking plan on file in the Community Development Department, during the same hours as the tasting room and outdoor tasting area:
 - 3PM – 10PM Monday – Thursday
 - 3PM – 11PM Friday
 - 12PM – 11PM Saturday
 - 1PM – 9PM Sunday
 10. Scheduled tours are allowed as an accessory use provided they utilize a bus or shuttle system to transport tour guests.
 11. Indoor, live entertainment excluding heavy metal, mariachi, or other excessively loud music types, are allowed during the hours of operation for the tasting room and

outside tasting area and within the 80 square foot area noted for live music on the floor plan on file in the Community Development Department. The entertainment may include acoustic or amplified singers, musicians or bands with no more than five members. No outdoor speakers are allowed to operate on site and noise levels from the music must comply with Chapter 9.16 "Noise" of the Signal Hill Municipal Code.

12. Should the City receive noise complaints on a continuous basis as determined by the City, the applicant shall work with staff to mitigate the complaints by all reasonable measures including but not limited to reducing volumes, reducing the total number or type of musicians and instruments allowed, or if deemed necessary by the Director of Community Development, paying the cost to have an acoustical study prepared to determine whether a violation of the City's Noise Ordinance exists, and by implementing all mitigation measures recommended by the study within 30 days if the study shows there are violations.
13. The applicant shall hold a noticed community meeting at the brewery location, six months after initiation of the extended hours of operation, or initiation of live entertainment, whichever is first, to obtain input from the public regarding any impacts they have experienced. The applicant shall provide a summary report of the meeting to be shared with the City Council during the CUP annual review, or sooner if determined necessary by the Director of Community Development.
14. The Community Development Department shall inspect the subject premises and report to the City Council on an annual basis regarding the applicant's compliance with these conditions. The City may add additional conditions, if necessary, or if any violations of these conditions have occurred, the CUP can be scheduled for revocation pursuant to Signal Hill Municipal Code 20.64.120 or other appropriate action.
15. The maximum occupancy, as determined by provisions of the International Building Code or other applicable codes, shall be posted in public view within the premises and it shall be the responsibility of the brewery management to ensure that the limit is not exceeded.
16. No events of any kind shall be held in the parking lot or any outdoor areas on the property.
17. The area surrounding the brewery, including the parking lot, shall be kept free of weeds, trash and debris.
18. The applicant shall provide trash receptacles at the customer entrance and near the parking space for the food truck. The number of receptacles shall be sufficient to meet demand and the applicant shall agree to provide additional receptacles if overflow conditions routinely occur.

19. The applicant shall provide public restrooms, maintained in a clean and first class condition.
20. Parking lot lighting shall be maintained in good working order.
21. The applicant and property owner shall be furnished with this list of conditions and shall sign an acknowledgment of the fact that should they default on the above Conditions, the default shall constitute a violation of the permit and shall be cause for its revocation.

End of Conditions.

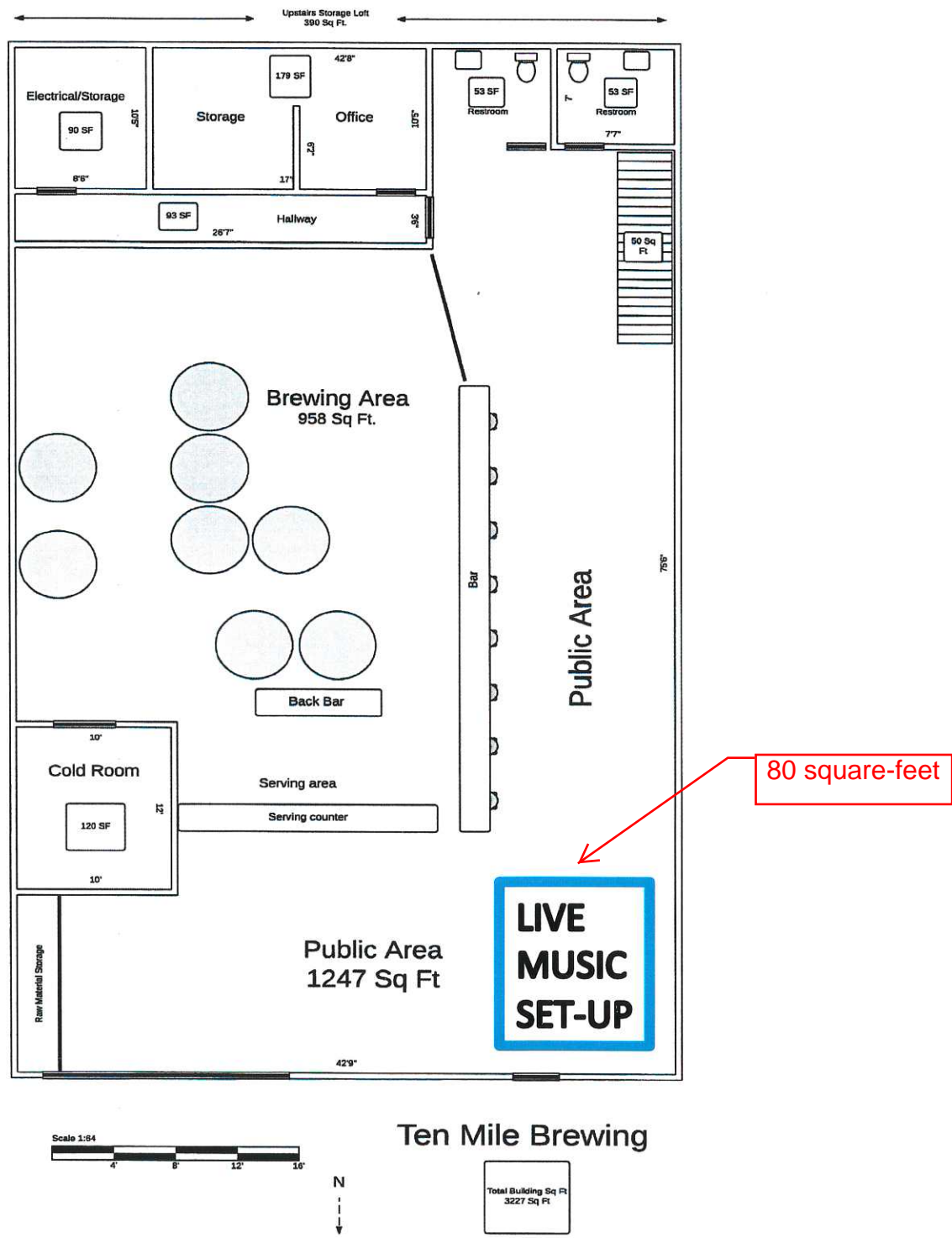


Total
Proposed
SQFT = 297.5
for
consumption
area.

Total
Proposed
SQFT = 88
For Queuing
Area

Exhibit B

TEN MILE BREWING SAMPLE SET UP FOR INDOOR LIVE MUSIC



80 square-feet

June

8a.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

June 19, 2018

AGENDA ITEM

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

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: MINUTES

Summary:

Attached for review and approval are the minutes from last month's regular meeting.

Recommendation:

Approve.

**A REGULAR MEETING OF THE CITY OF SIGNAL HILL
PLANNING COMMISSION
May 15, 2018
7:00 P.M.**

CALL TO ORDER

Chair Richárd 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
 Chair Rose Richárd

Staff present:

- 1) Community Development Director Scott Charney
- 2) Senior Planner Colleen Doan
- 3) Assistant Planner Ryan Agbayani
- 4) Economic Development Manager Elise McCaleb
- 5) Senior Building Inspector John Hartley
- 6) Senior Engineering Technician Jesus Saldana
- 7) Assistant City Attorney Elena Gerli

In addition, there were 8 people in attendance.

PLEDGE OF ALLEGIANCE

Chair Richárd led the audience in reciting the Pledge of Allegiance.

PUBLIC BUSINESS FROM THE FLOOR

There was no public business from the floor.

PRESENTATIONS

a. Beautification Award

Chair Richárd presented the award to Taylor Rasmussen (representing Meta Housing) and Brad Leeds (representing Studio One Eleven) in recognition of the contemporary and attractive design of the Zinnia workforce housing apartments located at 1500 E. Hill Street. Both recipients expressed their gratitude to City staff for their involvement in the project.

b. Building Safety Month

Senior Building Inspector John Hartley gave a presentation with highlights of the library construction site tour which he conducted with local students, in celebration of Building and Safety Month.

The Commission commended staff for facilitating this educational event for the students.

PUBLIC WORKSHOP

a. Preliminary Review of a Nine Building Industrial Development Totaling 151,075 Square-Feet

Senior Planner Colleen Doan gave the staff report.

Commissioner Brooks asked for clarification regarding the exterior building treatment.

Commissioner Wilson asked for clarification and confirmed staff's recommendation to address lighting concerns by adding up/down lights into the exterior design to emphasize the building's features at night.

Vice Chair Parker asked for a status report on the water remediation activity associated with the project. Staff confirmed that the water remediation is being conducted under the authority of the LA Regional Water Quality Control Board, and that the activity will be ongoing both during and after construction.

Roger Deitos, architect of the project, introduced himself and discussed the proposed design elements of the plans by addressing window treatment, exterior lighting, and screening of the rooftop mechanical equipment. He noted that he believes the proposed rooftop screening is adequate in screening the equipment from view, but will be happy to submit the request for roof and equipment plans and details.

Steven Christie, partner of the ownership group, introduced himself and discussed the progression of the plans from the initial to the current design. In response to the concerns about sufficient parking, he noted the proposed parking represents a greater than average percentage of office to warehouse, which should be sufficient.

Vice Chair Parker asked for a status report on the traffic study.

Commissioner Wilson reemphasized the City's focus to provide ample parking for all new development.

The Commission expressed appreciation for the design improvements, but gave direction to the applicant to continue to work with staff in addressing the remaining design items, such as exterior lighting, and screening of rooftop mechanical equipment.

The Commission directed the applicant to continue to work with staff in addressing the remaining outstanding items including all required studies, reports, utility clearance

letters, and CEQA items, prior to scheduling the project for a public hearing. The Chair suggested that the project return to another Planning Commission workshop to give Commissioners an opportunity to review all SPDR elements.

PUBLIC HEARINGS

a. Site Plan and Design Review 17-03 – A Single-Family Dwelling at 1900 Temple Avenue

Chair Richárd recused herself due to her residence being within 300 feet of the project site. Vice Chair Parker led the public hearing.

Community Development Director Scott Charney read the form of notice.

Senior Planner Colleen Doan gave the staff report.

The applicant, Phala Chhean, introduced himself as the property owner and thanked the Commission for consideration of his project. The applicant's architect introduced himself and opened the floor for any questions.

The Commission had no additional questions.

There being no further public testimony, Chair Richárd closed the public hearing.

It was moved by Commissioner Wilson and seconded by Commissioner Fallon to waive further reading and adopt the resolution.

Assistant City Attorney Elena Gerli read the title of Resolution No. 811-05-18:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, APPROVING SITE PLAN AND DESIGN REVIEW 17-03, A REQUEST TO CONSTRUCT A 3,152 SQUARE-FOOT TWO-STORY SINGLE-FAMILY DWELLING WITH FOUR BEDROOMS, THREE-AND-A-HALF BATHS AND A THREE-CAR GARAGE AT 1900 TEMPLE AVENUE IN THE RESIDENTIAL LOW DENSITY (RL), ZONING DISTRICT AND DESIGNATING E. 19TH STREET AS THE LOT FRONTAGE

The following vote resulted:

AYES: VICE CHAIR PARKER; COMMISSIONERS BROOKS, FALLON AND WILSON

NOES: NONE

ABSENT: NONE

ABSTAIN: CHAIR RICHÁRD

Motion carried 4/0.

- b. One-Year Extension of Conditional Use Permit 97-03 for Seven Consolidated Drill Sites Owned and Operated by Signal Hill Petroleum Inc.

Community Development Director Scott Charney read the form of notice.

Senior Planner Colleen Doan gave the staff report.

Commissioner Brooks asked a clarifying question regarding the one-year extension.

Kevin Laney introduced himself as Vice President of Rig Operations, and expressed that he was looking forward to future development with the City.

There being no further public testimony, Chair Richárd closed the public hearing.

It was moved by Commissioner Fallon and seconded by Vice Chair Parker to waive further reading and adopt the resolution.

Assistant City Attorney Elena Gerli read the title of Resolution No. 812-05-18:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF A ONE-YEAR EXTENSION OF CONDITIONAL USE PERMIT 97-03, COVERING SEVEN EXISTING CONSOLIDATED DRILLING SITES WITH OIL AND GAS STORAGE, PROCESSING, AND SHIPPING OPERATIONS, AND A GAS TURBINE FACILITY WITH AN EXPIRATION DATE OF JUNE 30, 2019

The following vote resulted:

AYES:CHAIR RICHÁRD; VICE CHAIR PARKER; COMMISSIONERS BROOKS, FALLON AND WILSON

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

Motion carried 5/0.

COMMUNITY DEVELOPMENT DIRECTOR'S REPORTS

- a. 2018 CSULB Regional Economic Forum

Chair Richárd and Vice Chair Parker shared their experience in attending the event. Key topics of discussion included future development, sales, unemployment, and housing supply.

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

The motion carried 5/0.

CONSENT CALENDAR

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

The motion carried 5/0.

COMMISSION NEW BUSINESS

Commissioner Wilson shared his experience in attending the Budget Workshop held on Tuesday, May 1, 2018 and stressed the importance of promoting sales in the City.

Chair Richárd asked for a status update on the striping of E. Hill Street, north of Richard D. Browning High School. Staff provided a status update with an estimated date of completion of summer of 2018.

Chair Richárd then asked about how the City regulates and enforces business licenses. Staff confirmed that business licenses are primarily administered by the Finance Department; however, there is no active inspection component for enforcement.

Chair Richárd stated that she observed trash and debris on Walnut Avenue near E. 33rd Street. Staff confirmed that they would take appropriate action.

Chair Richárd encouraged attendance at the Rockin' Flapjack Breakfast event on Monday, May 28, 2018 to benefit the Rock Club Rock for Vets.

ADJOURNMENT

It was moved by Commissioner Brooks and seconded by Commissioner Wilson to adjourn to the next regular meeting of the Planning Commission to be held on Tuesday, June 19, 2018, at 7:00 p.m., in the Council Chamber of City Hall, 2175 Cherry Avenue, Signal Hill, CA, 90755.

The motion carried 5/0.

Chair Richárd adjourned the meeting at 8:35 p.m.

Chair Rose Richárd

Attest:

Scott Charney
Commission Secretary

June

8b.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

June 19, 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(s).

Recommendation:

Receive and file.

Background and Analysis:

- 1) At the May 22, 2018, City Council meeting:
 - Mayor Hansen introduced Jesus Saldana, new Senior Engineering Technician with the Public Works Department.
 - The City Council adopted a resolution approving participation in the California Beacon Sustainability Recognition Program.
- 2) At the June 12, 2018, City Council meeting:
 - The City Council approved a one-year extension of Conditional Use Permit 97-03, covering seven existing consolidated drilling sites owned by Signal Hill Petroleum.
 - The City Council appointed two individuals to fill two vacant seats on the Civil Service Commission, and appointed one individual to the Parks and Recreation Commission.

June

8c.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

June 19, 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
June 19, 2018

Commercial-Industrial

			REVIEW			SPDR/CUP			CTL			
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status
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	Administrative Review <input checked="" type="checkbox"/> WELO req.	Required	N/A	N/A	Required						<ul style="list-style-type: none">• Concept plans submitted by agent for prelim planning review on 7/7/17.• Well discovery completed and survey document received• Planning review comments emailed to agent on 7/11/17.• Met with agent on 7/14/17 at public counter to go over design recommendations• Agent resubmitted revised drawings with renderings on 10/5/17.• Met with agent on 10/26/17 at public counter to go over design recommendations.• Agent resubmitted revised drawings on 11/3/17.• Admin SPDR approved on 11/13/17.• COA's emailed to the agent on 12/7/17.• Applicant discussed public works improvement requirements with the Public Works Department. Parties agreed upon a payment in lieu of the required public improvements. As such, the original COA's were revised on 3/28/18 by City Engineer.• Revised COA's were emailed to the agent on 4/2/18.
Applicant: Roger Vitto												RA/JH

City of Signal Hill
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			REVIEW			SPDR/CUP			CTL			Status
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
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.	Amendment to CUP	N/A	7/15/15	Required							<ul style="list-style-type: none">Community meeting held (2/15).Planning Commission public hearing on 7/14/15.A permanent plan to address on-site circulation issues has not been proposed (3/18).
	Applicant: Costco Wholesale											CTD
3201 California Ave.	Abandoned well leak testing and WAR review.	Administrative Review	N/A					N/A				<ul style="list-style-type: none">Methane leak tests approved. Three Well Abandonment Reports (WARs) approved.Development plans are on hold (6/16).
	Applicant: SHP Inc.	<input type="checkbox"/> WELO req.										CTD/JH
2370 Walnut Avenue	Remodel for office and auto body repair facility.	Admin. SPDR and Lot Merger										<ul style="list-style-type: none">Planning review is approved.Lot merger has been submitted for review by City Engineer and 1st comments have been provided (10/17).Permit issued for remodel (9/17).Lot merger comments were returned to applicant with a request for backup documents (02/18).Sign permits were issued (3/18)Contacted applicant and site visit per body repair work occurring outside of approved area and temp structure in parking lot (4/18).Caliber Collision indicated they may want an Auto Accessory Use Auto Body CUP (4/18).Rep for owner is revising lot merger documents (4/18).
	Applicant: Beetley for Tenant: Caliber Collision Auto Center											CTD

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			REVIEW			SPDR/CUP			CTL			Status
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2499 PCH	Remodel of commercial laundry.	Admin. SPDR <input type="checkbox"/> WELO req.										<ul style="list-style-type: none">Planning and public works review 1st comments were provided.Public improvements bond and lot merger are pending.Applicant has indicated they would like to pursue a CUP amendment to extend hours of operation (8/17).Excavation permit to demo wall issued by PW (9/17).Construction permit for interior TI issues on 9-29-17 (10/17).Improvement plans for alley dedication is pending and re-design and merger documents are under review (3/18).Alley expansion completed (6/18).
	Applicant: Bill Mylonas											CTD/JH
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">Preliminary review 1st and 2nd comments have been provided to applicant; submittal is pending (8/17).Applicant has revised plans, conducted a developer outreach mtg. and participated in the City's neighborhood mtg.Incomplete, conceptual plans were reviewed by PC at a workshop on Jan. 16, 2018 (1/18).Partial revised plans submitted 2/08/18.Staff sent notice to meet and review missing, or incomplete items on 2/14/18.At the applicant's request staff scheduled the project for a 2/20/18 PC workshop and identified incomplete items. PC directed applicant to work with

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												<ul style="list-style-type: none">staff to refine design and complete missing items.On 3/12/18, the applicant re-submitted plans without meeting or working with staff.On 3/6/18 staff met with the applicant's architect to review revised plans, refine the design and edit the view analysis and revisions are pending.Applicant has begun the traffic study and edits to the workplan for the Human Health Risk Assessment is pending (3/18).Sample revised elevations have been submitted for review (4/18).A Planning Commission Workshop was held on 5/15/18 and a third workshop is scheduled for a time to be determined, following a second developer outreach meeting with neighbors (6/18).
1501 E. 28th Street	Site paving and LID BMPs for a mobile fueling facility.	Admin. SPDR <input type="checkbox"/> WELO req.										<ul style="list-style-type: none">CTDPlanning, LID & grading approved.Grading & plumbing permit issued (9/17).Grading & paving complete. Install of LID system pending (10/17).Staff inquired about the completion of the LID plan and a stored vehicle (4/18).
2953 Obispo Ave.	Applicant: Chuck Bleumel A request to allow indoor soccer as a conditionally permitted use in the City.	ZOA CUP	N/A	Required	Required							<ul style="list-style-type: none">CTDPurchased Futsal Soccer, initially approved as a Non-traditional use.

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		<input type="checkbox"/> WELO req.										<ul style="list-style-type: none">City received noise and other nuisance complaints.Outbreak met with HOA (7/14) and submitted a ZOA and CUP application. Intend to move out of the City by June.The Outbreak representative has informed staff they have moved and a new tenant was issued a business license. (6/18) CTD
Outbreak Indoor Soccer	Applicant: Mike Biddle											<ul style="list-style-type: none">Planning Commission workshop held 5/17/16.City Council approved on ZOA and CUP on 7/12/16.A neighborhood meeting held on 3/12/18 per CUP cond. and no negative impacts or concerns reported.Brewery owners would like to amend their CUP for extended hours of operation and more outdoor seating (3/18).CUP Amendment is scheduled for the 6/19/ Commission meeting. (6/18) CTD
1136 Willow St.	Application for a ZOA to allow brewing and tasting rooms w/allowance for food trucks in industrial zones.	ZOA 16-04 CUP 16-02 <input type="checkbox"/> WELO req.	N/A	6/21/16	7/12/16	Building Permit Issued: 11/28/16			5/22/18			<ul style="list-style-type: none">Planning Commission recommended approval on 11/15/16.City Council approved on 12/13/16.Class Auto opened for business in 2017.Outdoor storage was removed.Draft parking covenant pending recordation by the applicant (2/18). CTD
Micro-brewery ZOA/CUP	Applicant: Daniel Sundstrom											CTD
2750 Rose Avenue	Application for a CUP to allow vehicle body repair and painting as an Auto Center accessory use.	CUP 16-03 <input type="checkbox"/> WELO req.	N/A	11/15/16	12/13/16							<ul style="list-style-type: none">Planning Commission recommended approval on 11/15/16.City Council approved on 12/13/16.Class Auto opened for business in 2017.Outdoor storage was removed.Draft parking covenant pending recordation by the applicant (2/18). CTD
Collision and auto body repair	Accessory Dealership: Mercedes Benz Applicant: Class Auto Center Inc.											


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			REVIEW				SPDR/CUP				CTL				
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CUP															
999 Willow Avenue	Remodel of commercial bldg.	Admin SPDR										<ul style="list-style-type: none">Planning Review 1st comments issued to applicant (8/17).Revised plans submitted and approved by Planning.1st plan check comments issued to applicant (12/19/17).Applicant re-submitted on 2/27.2nd plan check comments completed 3/9/18 and applicant pick-up is pending (3/18).Applicant's architect is responding to plan check comments (4/18).Plans approved. Permit issued (6/18).			
Bldg. remodel	Applicant: 2H Construction LLC	Admin SPDR										CTD			
2501 Cherry Avenue 701 E. 28 th Street	Request to install solar panels over parking areas and on roof tops of existing commercial buildings.	Admin SPDR <input type="checkbox"/> WELO req.	7/3/17	N/A	N/A							<ul style="list-style-type: none">Admin. Planning approval. Plan check submittal pending (7/17).Plans submitted; & sent to CSG (9/17).1st submittal comments routed back to applicant.Unauthorized tree removal repair actions pending (12/17).Applicant re-submittal for 2nd plan check 2/13/18.Landscape plans prepared by the solar installer were received and installation permit was issued 3/9/18.SHP is working with the installer to insure well access is maintained (4/18).New location for panels decided. Installation continuing (5/18).			

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	Applicant: Orion Systems Inc.											<ul style="list-style-type: none">Installation estimated completion in July (6/18).Landscape plan check comments were completed 3/13/18 and applicant response has not been received. (6/18).
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	Admin SPDR	9/11/17	N/A	N/A				10/08/19 			<ul style="list-style-type: none">CTD/JHReceived initial inquiry for project on 3/14/17.Planning, Building, and Public Works Departments gave approval for the grading and retaining wall plans on 9/11/17.Retaining wall, grading, and paving permits were issued on 10/18/17.Building permit for perimeter fence was issued to fence contractor on 11/30/17.The perimeter fence has been constructed, but the E. Willow St. fence is not in the correct location per the plans. Building Inspector confirmed that the fence permit is currently open because a final inspection has not been conducted.Property owner was informed of the issue and stated that he would speak to his fence contractor to relocate the fence.There was an issue in which the adjacent neighbor was obstructing the driveway. As such, the property owner proposed a new 4' perimeter fence along E. Willow Street frontage. A fence
	Applicant: Jim Kirby (LA Prep, INC,)											

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												permit was issued and inspected for completion. (6/18)
2475 Cherry Avenue	Mother's Market TI of former Fresh & Easy grocery, including a new outdoor dining space	CUP 17-01 SPDR 17-04 <input checked="" type="checkbox"/> WELO req.	N/A	8/15/17	9/12/17	9/12/18						<div>RA</div> <ul style="list-style-type: none">External plans approved and permit is ready to issue (12/17).1st review of Industrial Waste (IW) Permit completed w/comments.Internal TI plans approved and permit issued on 12/13/17.Revised plans and application for IW permit pending (12/17).Inspections ongoing (1/18).Landscape/WELO plan approval pending (2/18).Internal permit issued 11/1/17.C of O issued 2/15/18.Grand Opening held on 2/17/2018 (3/18).Planters were installed, final WELO documents approved (6/18).
Bldg. remodel	Applicant: SHP for Mother's Market											<div>CD</div> <ul style="list-style-type: none">Received PDF plans via email on 2/1/18.Spoke to the agent-architect on 2/23/18 regarding the plans. I informed him that we will need a \$208.00 planning review fee before I can formally draft my comments.\$208.00 planning review fee received on 3/6/18.Emailed correction list to agent-architect on 3/14/18.
3395 Orange Avenue (Sinclair Gas Station)	Tenant improvement to expand gas station market into the existing mechanic bays.	Preliminary Planning Review										

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Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
	Applicant: Signal Hill Oil Corporation											<ul style="list-style-type: none">Spoke to agent-architect to go over correction list on 3/15/18.Public Works review comments were emailed to the agent on 4/20/18. Project is pending upon resubmittal of plans (4/18). RA
2599 Cherry Avenue	Install a new 10,000 gallon underground tank for diesel fuel; remove and replace six fuel dispensing stations in same location; modify two stations to have diesel fuel	Amendment to CUP 99-01	Req.									<ul style="list-style-type: none">Application received on 3/28/18.Emailed applicant-agent on 4/24/18 to request valuation estimate amount.Notice of incomplete submittal letter was emailed to applicant agent on 5/2/18.Project is pending upon resubmittal of the plans and additional documents. RA
2550 Orange Ave.	Conceptual plans to develop and industrial park at the southeast corner of Orange Ave. and Willow Street to replace the driving range.	TBD										<ul style="list-style-type: none">SHPI has purchased the property and conducted geotechnical/fault studies and shared two versions of conceptual plans for the project (6/18). CTD
	Applicant SHPI											

City of Signal Hill

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Commercial-Industrial

Business Licenses and Permit Summary

- Planning Department staff reviewed and approved 21 business licenses.
- Building Department staff issued 17 permits. There were 5 solar permits issued. The valuation of the projects is approximately \$396,000 with permit revenues at \$3,621.

Training/Tours/Events

- Planning staff submitted the Sustainable City Committee Beacon Award Program application on May 30, 2018.
- Commissioner Brooks attended the City's Budget Workshop on May 31, 2018.

Ongoing/Upcoming Projects

- Community meeting to present compliance plan template regarding the Vacant Parcel Ordinance was held 4/02/2018. All 33 VPO sites have been accounted for at this time.
- Staff received preliminary plans for 16 single-family detached dwellings proposed at 1367 and 1387 E. 23rd Street (across the street from Signal Hill Elementary).
- Conceptual plans for the Heritage Square/CBD project continue to be refined and SHP is conducting their phase I public outreach.
- Staff are coordinating interviews with potential CEQA environmental analysis consultants for the Heritage Square project.
- The City Attorney, City Manager, and city staff continue to meet with SHP regarding a master development agreement for future projects citywide.



City of Signal Hill

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Auto Center Vehicle Storage/Auction

			Term I				Term II	Status
Address	Project Description	Application	Term	Submit Permanent Improvement Plan	Review/ Approve Permanent Improvement Plan	Extension	Install Permanent Improvements	
1250 Street	28 th Auto Center Vehicle Storage Yard	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">• Deposit payment was paid (8/16).• Business license was issued (8/16).• Compliance Plan approved w/final edits (9/16).• Non-oil field related storage removal is still pending and staff have inquired about the removal time frame (4/17).• Following the recent rainfall, a plan to improve stormwater BMP's was developed and installation of improvements is pending (5/17)• Storage removal is pending per the Compliance Plan.• 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.• Erosion control maintenance items have been upgraded (12/17).
1241 Street	Burnett Dealer's Choice Auction. Auto	Permanent improvements pending						<p>CTD</p> <ul style="list-style-type: none">• Relocated Mercedes Benz auto auction site from auto center at Mercedes to subject location per the Auto Accessory Use Ordinance.• Permanent improvement plans have been postponed (2/18).
			Applicant: Lee Crecelius					CTD

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Auto Center Dealership Improvements

			REVIEW			SPDR/CUP			CTL			
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status
1500 E. Spring Street	Honda Expansion Revision: A request to make improvements at the existing auto dealership, including: <ul style="list-style-type: none">• 802 sf showroom addition;• 262 sf office area addition;• 1,300 sf service dept. write-up area; and• New facade treatment and signage.	SPDR 17-02 <input type="checkbox"/> WELO req.	N/A	3/22/17	N/A							<ul style="list-style-type: none">• Application for a SPDR received on 2/7/17.• The previous 2/21/17 approval was rescinded. PC approved a new application with revised plans on 3/22/17.• Applicant submitted plans for building plan check on 4/4/17. Both Building and Planning plan checks were completed on 5/9/17.• The applicant submitted a modified exterior lighting plan (rectangular fixtures) on 4/20/17 and went to public hearing on 5/16/17.• Planning Commission upheld existing standard of rounded light fixtures and denied the Honda's proposed rectangular fixtures.• Drywall complete. Stucco started (12/17).• Sign permit package was approved by both planning and building; permit issued.• Stucco and LID excavation inspected (1/18).• Grand Opening was in February 2018.• Contractor installed blue channel letters on blue exterior of building for "Signal Hill Auto Center" sign, creating lack of color contrast.
Applicant: Goree Architects for Long Beach Honda												

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Auto Center Dealership Improvements

REVIEW			SPDR/CUP				CTL					
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status
1500 E. Spring Street												<ul style="list-style-type: none">Issue has been resolved and they have now installed white channel letters on the blue exterior of the building for the "Signal Hill Auto Center" sign. Sign permit final is pending (5/18).
	Applicant: Goree Architects for Long Beach Honda											RA
2998 Cherry Avenue	Remove and replace existing Long Beach MINI channel letters in same location (like-for-like); remove and replace existing panels on two blade signs in same location (like-for-like); remove and replace existing wall signs in same location (like-for-like); paint "Signal Hill Auto Center" channel letters to white; install new "MINI" channel letters adjacent to existing "Long Beach" channel letters	Building permit for exterior signs		N/A	N/A							<ul style="list-style-type: none">Initiated contact with the new General Manager of Long Beach MINI.Went out to the site on 4/4/18 to take photos.Instructed GM that sign permits would be required for new business signage.Sign submittal package was submitted to the City for review.Both Building and Planning approved the sign submittal package.Permits were issued for the new signs (4/18).Work is currently in process (5/18).
(Long Beach MINI)												RA

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Auto Center Dealership Improvements

			REVIEW			SPDR/CUP			CTL			
<u>Address</u>	<u>Project Description</u>	<u>Application</u>	<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Status</u>
1400 Spring St.	In preparation for a new Mazda dealership.	SPDR pending <input type="checkbox"/> WELO req.										<ul style="list-style-type: none">• Methane leak tests completed and approved.• Two WARs have been submitted and approved.• DDA and Neg. Dec were approved, by Council on 6/13/17.• Applicant is working on SPDR submittal (2/18). EM
City of SH Successor Agency	Applicant: City Successor Agency and Glenn E. Thomas											

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Wireless Communication Facilities

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

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Wireless Communication Facilities

			REVIEW			SPDR			CTL			Status
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
2411 Skyline Dr.	Request to install 4 new MW flat panels, 4 feedlines, new mounts and equipment in existing shelter.	CUP 99-05 Amendment required per audit totals exceeded.										<ul style="list-style-type: none">Applicant is requesting auto approval per co-location legislation.Per City Attorney review of State co-location law, request was approved with “no significant change” determination (2/18).Plan check was completed on 1/30/18 and a valuation has been requested to calculate fees for permits issuance (3/18).
	Applicant: Crown Castle on behalf of Spectrumlink Inc.											CTD
1855 Coronado rooftop facility	Six 6’ high panel, 9 RRUs antennas, new hybrid cables and larger screen boxes screen the equipment	Administrative to modify CUP 08-03	✓	N/A	N/A							<ul style="list-style-type: none">Plans ready for permit issuance, applicant notified on 5/16 and 9/16.Third reminder sent (1/17). CTD
2525 Cherry Avenue	Applicant: Core Dev.											
	Removing and replacing the 3 existing antennas	Administrative to modify CUP 02-01	✓	N/A	N/A							<ul style="list-style-type: none">Building permit ready 1/26/16.Reminders sent for permit issuance on 3/16, 7/16, 9/16, and 12/16.Final reminder sent that plans expire on 1/25/17.Building permit issued on 1/13/17.No inspection requested yet. (11/17).Permit expired. CTD/JH
	Applicant: Core Dev. for Sprint											

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Wireless Communication Facilities

			REVIEW			SPDR			CTL			
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status
2201 Orange Avenue	Remove 3 existing antennas and replace them with 3 antennas which are the same size and shape.	Administrative to modify 07-04	✓	N/A	N/A							<ul style="list-style-type: none">• Building permit issued on 12/7/16.• No inspection requested yet (11/17).
	Applicant: Crown Castle for T-Mobile											
1220 E. Hill St.	Installation of a new (67'+-) Verizon Wireless Monopalm with Related Equipment	Administrative	✓	N/A	N/A							<div>CTD/JH</div> <ul style="list-style-type: none">• Application and deposit received on 8/7/17• First review corrections emailed to applicant-agent on 9/11/17• Resubmittal package was received via FedEx.• Routed plans to Building Safety and Public Works for review.• Conditions of approval were received by both Building Safety and Public Works Departments on 2/22/18.• Conducted a conference call with the agent on 3/13/18 to discuss conditions and the next steps of the CUP process. Both the Senior Building Inspector, Project Planner, and City Engineer were present.• Level 1 View Analysis submitted on 4/9/18.• RF Emission report submitted on 5/3/18.• Coverage Maps submitted on 5/4/18.
	Applicant: Peter Cavanna (property owner)											

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Wireless Communication Facilities

			REVIEW			SPDR			CTL			
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status
1220 E. Hill St.		Applicant: Peter Cavanna (property owner)										<ul style="list-style-type: none">Developer Outreach narrative submitted on 6/7/18.Planning Commission Workshop held on June 19.
2525 Cherry Ave.	Install (1) new IBR model: fastback networks IBR 1300 integrated; install (1) new 160' CAT5E cables from equipment cabinet to new antenna; install (1) proposed 2.5" STD long pip mount											<ul style="list-style-type: none">PDF plans were emailed on 4/2/18.Preliminary planning review fee of \$208.00 was received on 4/9/18.Check was deposited with Finance on 4/12/18.Preliminary Planning Correction List/Comments were emailed to applicant-agent on 4/20/18.
	Applicant: SAC Wireless on behalf of Sprint											RA



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Residential

			REVIEW			SPDR				CTL			
Address		Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status
2518 Willow St.	New front entry electronic gate w/stone veneer pilasters, update guard shack	Administrative Review <input type="checkbox"/> WELO req.	✓	N/A	N/A	Building Permit Issued 6/2/16							<ul style="list-style-type: none">• Building permit issued 6/2/16.• Front gate installed and inspected.• Landscaping being installed (8/17).• New monument sign completed (10/17).• No final inspection requested (2/18).• Building Inspector will request status (6/18).
	Applicant: Willow Ridge Homeowners Association												CTD/JH
2016 E. 19 th St	441 sf addition for a new bedroom, new bathroom and new detached 2-car garage to an existing single-family dwelling	Administrative Review <input type="checkbox"/> WELO req.	✓	N/A	N/A	Building Permit Issued: 11/21/16	 11/21/17	 2/19/18					<ul style="list-style-type: none">• Building permit issued 11/21/16.• Construction seems to have stalled.• A CTL letter with extension info was posted and sent (11/17).• Applicant requested a 90 day extension.• Notice letters were sent, comment period ended 11/20/2017.• 90 day extension approved. 11/21/2017.• No further construction observed (1/18).• Staff mailed and posted a letter for a final extension request (2/18).• Property owner has requested a final extension, notices were mailed to property owners within 100' and no objections have been received.• PC review of request is scheduled for public hearing on 4/17/18.• Exterior painted (6/18).
	Applicant: Miguel Munoz												CTD/JH


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Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status	
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	SPDR 15-02 <input type="checkbox"/> WELO req.	N/A	4/14/15	N/A	Building Permit Issued 4/15/16	 Exp	5/31/17	 Exp	6/04/17	 Exp	3/04/18	<ul style="list-style-type: none">Applicant requested and was granted a 50 day CTL extension by the Community Development Director due to rain delays (4/17).2nd extension request for 200-day extension granted.At Feb. inspection, project was on track to meet 2nd CTL deadline.Owner reports kitchen cabinet and flooring installs are pending completion in one week (3/18).Applicant has requested final inspections for C of O, tentatively scheduled for the week of 4/23/18.CTL allows a 30 day grace period following expiration.Stonework and front landscaping pending completion (6/18).
1900 Temple Ave.	Applicant: Reginald McNulty A new two-story 3,013 sf SFD with attached 3-car garage	SPDR 16-06 <input checked="" type="checkbox"/> WELO req.	N/A	Required	N/A								CTD/JH <ul style="list-style-type: none">Application submitted 10/7/16.View analysis story poles installed 3/2016.No view requests were received.Reviewed by PC at 5/16/17 workshop. PC direction was to add design elements to reduce the bulk and mass.Applicant's architect submitted revised plans for preliminary review and new story poles were installed.One request for a View analysis was received, and the report was approved by the requester.


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												<ul style="list-style-type: none">PC approved the project SPDR at the 5/15/18 PC public hearing (6/18).
												CTD <ul style="list-style-type: none">Demolition permit finalized on 8/31/16.Methane assessment approved, no barrier required (12/16).Grading permit issued on 4/27/17. CTL expires on 10/19/18. Notices mailed (5/17).On 5/15/17, applicant inquired about floor plan revision to relocate bedroom #3 to the second floor. Staff informed that change requires Planning Commission review.Staff has not heard further from applicant about the change (6/17).Construction permit issued on 9-25-17 (10/17).Foundation started (12/17).Foundation for fence inspected (1/18).Slab rebar in process (3/18).Laying out frame (5/18).Framing begun (6/18).
1995 St. Louis Ave.	Applicant: Phala Chhean Demolish existing dwelling and garage and construct a two story 3,072 sf SFD with attached 3-car garage	SPDR 15-04 <input checked="" type="checkbox"/> WELO req.	N/A	8/11/15	N/A	Demo Permit Issued 4/1/16			9/28/16 (Demo finalized)			
					Grading Permit Issued 4/27/17							
					Building Permit Issued 9/25/17							
	Applicant: Seth Sor for Kimberly and Phat Ly											
2260 Walnut Ave.	A proposal for a new two story 1,894 sf SFD with attached 2-car garage on a vacant lot	SPDR 16-05 <input type="checkbox"/> WELO req.	N/A	Required	N/A							RA/JH <ul style="list-style-type: none">Leak test passed, vent cone was not installed (2/15). Well survey and access exhibit approved (9/15).Story poles were installed 1 month late and a letter extending the comment time frame was mailed.

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Address		Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status
2260 Walnut cont.	Applicant: Santana Investors A proposal for a new two story 1,894 sf SFD with attached 2-car garage on a vacant lot												<ul style="list-style-type: none">The extended comment time frame ended on 8/12/16.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 (8/17).Staff received a report and inquiries indicating the property is for sale (12/17).
2366 Cerritos	Applicant: Santana Investors 490.5 sf addition for a new master bedroom, new bathroom and new family room to an existing single-family dwelling		Administrative Review <input type="checkbox"/> WELO req.	✓	N/A	N/A	Building Permit Issued: 11/07/17			11/02/18 			<p>CTD</p> <ul style="list-style-type: none">Building permit issued 11/07/18. (11/17)No inspections requested to date (3/18).Building Inspector will request status update (6/18).
2179 Temple Ave.	Applicant: Antonio Quintero Conversion of a two-story SFD into a duplex with each unit occupying an entire floor; new detached garage structure consisting of (2) two-car garages at rear of property.		Administrative SPDR 18-01	2/9/18	N/A	N/A							<p>CTD/JH</p> <ul style="list-style-type: none">Received application and preliminary conceptual plans.Drafted correction list.Reviewed revised plans and conducted Admin SPDR with 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.

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<u>Address</u>	<u>Project Description</u>	<u>Application</u>	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	<u>Status</u>
	Applicant: Tizita and Asrat Bekele											<ul style="list-style-type: none">Met with the designer and property owner on 4/5/18 to discuss applicant's questions regarding the COA's. RA
2489 Eastwind Way	Applicant: 185 SF addition at side of property for new dining room; second story balcony atop new addition	Administrative SPDR 18-02	3/28/18									<ul style="list-style-type: none">Applicant submitted plans with the required planning review fee.Admin SPDR was completed and approved on 3/28/18.COA's were emailed directly to the applicant on 3/29/18.Applicant formally submitted for plan check and both Planning and Building approved the plans.Permit issuance fees were paid by the homeowner.Permit was issued to the contractor on 5/7/18. RA
3269 Lewis Ave.	Applicant: Jason Cavallero (property owner)											<ul style="list-style-type: none">Applicant submitted the plan at the counter on 3/23/18.Staff met with the property owner on 4/9/18 to discuss get clarification on the project and take in the required \$1,500 deposit. Deposit processed by Finance Department.Revised PDF plans were emailed on 4/19/18.Preliminary review comments/corrections were emailed to applicant on 4/19/18.Revised PDF plans were emailed on 5/7/18.
	Convert existing one-car garage into two new two-car garages with ADU above the garages at rear of property											
	Applicant: Jahaziel Romero (property owner)											

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Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
3269 Lewis Ave.	Applicant: Jahaziel Romero (property owner)											<ul style="list-style-type: none">Building Department Fee Estimate was emailed to the applicant on 6/13/18.
2750 E. 20 th Street	Proposed condominium subdivision and construction of four condominium units including two detached 2-story homes and two attached 2-story homes and associated site improvements	PC SPDR Subdivision	N/A	Req.	Req.							<ul style="list-style-type: none">Application package and deposit submitted on 5/9/18.Plans routed to both the stormwater consultant and Public Works Department.Met with agent at the counter on 6/12/18 to discuss planning comments.
	Applicant: RPP Architects on behalf of Narsimha and Usha Reddy											RA

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

Crescent Square	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">Streets, fences and retaining walls are in process (8/17).DOGGR and BRE clean-up items pending for 8/25 homes.Building permits pulled for Phase 1 and Phase 2 SFDs (9/17).Framing in process (10/17)Building permits pulled for Phase 3 SFDs (11/17).Coordination of approved design details is underway (12/17).Stucco and drywall nearly complete on Phase 1 lots. Phase 2 and 3 framing pending (2/18).Phase 2 began stucco. Phase 3 framing is started. Phase 1 driveways, walkways and fences started (3/18).Contractor has requested C of O inspections for phase 1 homes (4/18).C of O's issued for three homes in Phase 1. Phase 2 homes pouring driveways and installing utilities. Phase 3 framing, electric, plumbing being installed (5/18).19 houses sold; 3 C of O's issued. (6/18).
Walnut/ Crescent Heights St.	Applicant: Far West Industries												CTD/JH
2508 E. Willow (Willow Ridge)	TI: Deck repair to 24 decks												<ul style="list-style-type: none">Plan check approved 9/20/17Permit pulled 10/26/17No inspections requested yet (12/17).Stucco inspected (1/18).Lathe inspections underway (3/18).Project 75% completed (5/18).Estimated completion in July (6/18).
JH													

City of Signal Hill

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Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	
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.	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">• 2 wells discovered, leak tested and vent cones installed (8/15).• View Notice mailed 10/26/15. Planning Commission (PC) workshop #1: 12/15/15.• View Notice for revised plans mailed 2/17/16. PC workshop #2: 3/15/16. PC public hearing: 5/17/16.• At the 6/28/16 City Council (CC) meeting, CC continued the ZOA to the 9/13/16 CC meeting.• New story poles were installed (10/16). Neighborhood meeting held on 10/10/16.• CC held a study session on 12/13/16 and recommended denial without prejudice of ZOA at the next CC meeting.• City Council denied the project without prejudice on 1/10/17.• New project can be submitted without a 1 year waiting period.• As preparation for the new submittal, a neighborhood meeting was conducted to review revised plans.• Following the meeting four new view analyses were requested.• New plans and application were submitted on 3/16/17 and the view analysis was received 4/10/17.• PC workshop was conducted on 5/16/17. PC directed the applicant to: Clean-up and maintain the site,• Revise the story pole ribbons to match the roof pitch and

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Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status
The Courtyard 1939 Temple Avenue (cont.)	SP-21, Courtyard Residential Specific Plan to deviate from current RH zoning for 3-stories height and a reduced front and rear setback.											<ul style="list-style-type: none">• Revise the view report photos to be more clear,• Deliver and review the view reports with the residents,• Respond to workshop questions from the public per bldg. heights; and• Revise plans per staff direction (6/17).• Revised plans and view reports were 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).• 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.• The developer has indicated they will be lowering the northerly units by approximately 12".• A revised preliminary grading plan and view analysis reports showing the height reduction must be submitted in order to proceed to a public workshop. (2/18).• Applicant has introduced staff to a potential buyer who states they will adjust plans and proceed with the project (6/18).
	Applicant: High Rhodes Property Group											CTD

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2599 Pacific Coast Highway	Residential SP-10 on a .4-acre lot 1 st concept plan had 14 attached units 2 nd concept plan had 12 attached units 3 rd concept plan had 10 detached units 4 th concept plan has 9 detached units 5 th concept plan has 7 units; 3 detached and 4 attached on the 1 st floor Residential SP-10 on a .4-acre lot	ZOA, TTM, SPD, R,	N/A	Required	Required								<ul style="list-style-type: none">Staff met w/owner who reported an unsuccessful lot consolidation outreach effort (9/12).A revised design (10 units) more closely meets the intent of SP-10.Access & guest parking revised (6/14).PC requested additional design changes. Plan revised to 9 units & met most of the standards. Some buildings still exceed height limit.Condo map and story pole plan were submitted and view analysis request letter was sent 4/1/16.Due to delays of story pole installation, viewing period was extended 4/14/16. Story poles were installed and comments received. A view analysis report was prepared & reviewed with residents.Due to impacts on views, the applicant further reduced bldg. heights however, most still exceed the 30' height limit.City Engineer completed review of the on-site sewer conditions and will require repair and certification by the County for construction over the line.Review of the revised view report completed; story pole cert submitted.Due to a fire on-site a code enforcement case was opened to verify the bldg. is fire safe and not being occupied as a residence and
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2599 Pacific Coast Highway cont.	Residential SP-10 on a .4-acre lot								<ul style="list-style-type: none">site clean-up items are required. Final inspections (3/17).A neighborhood mtg. was held 2/23/17 and nearby residents and property owners noted that 6/9 of the bldgs. are over the height limit and blocking views.Concerns were voiced about traffic, the density of the project, and parking and traffic impacts on an already impacted neighborhood and alley.The applicant was instructed to meet with the neighbors and develop options to revise the project.Staff prepared a detailed memo following the meeting regarding project deficiencies and past Council direction on a similar project.Applicant submitted a revised site plan with 1 less unit and reduced bldg. heights on several bldgs. However, 5/8 units still exceed max. bldg. height and may still block views.Applicant requested mtg. and staff reiterated they should not expect recommendation of approval if bldg. hts. exceed regs. and block views.Applicant indicated they would revise plans.Staff noted revised plans would have to be reviewed by City Traffic Engineer to address parking and traffic impact concerns (7/17).Revised plans with a combination of two and three-story units were

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2599 Pacific Coast Highway (cont)	Applicant: Mike Afunoy											<div><div><div>submitted. A new story pole plan was prepared and reviewed by staff and story poles have been installed (1/18).</div><div>Applicant prepared new View Analysis Reports with information on the review process with the property owners who requested them on (4/9/18).</div><div>A Neighborhood meeting was conducted on 6/11/, to allow residents to review revised plans. A traffic study is pending followed by a PC workshop to be scheduled (6/18).</div></div><div>CTD</div></div>

June

8d.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

June 19, 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:

- After Years of Decline, a California Port City Sheds Its Past
- Fair Housing at 50
- LACMA Unveils Latest Zumthor Scheme - Architectural Record
- Local Streets and Roads Awards Showcase Innovation
- More Than a Streetcar Named Desire

Recommendation:

Receive and file.

After Years of Decline, a California Port City Sheds Its Past

About three dozen development projects, valued around \$3.5 billion, are underway or in the pipeline in Long Beach. Square Feet

By VIVIAN MARINO APRIL 24, 2018

The port city of Long Beach, Calif., has long struggled to revive its downtown core, which steadily deteriorated as the Navy pared down and eventually closed its decades-old operations there by the late '90s, with military contractors following.

The once-active naval community, where ships were regularly serviced and docked, became a place that, not too long ago, fewer people cared to visit, especially after dark.

“Downtown was really a no-go zone during nighttime,” said Richard Talbot, a market researcher who was hired in 2002 to help create a revitalization plan for the city’s retail district, centered on its main thoroughfare, Pine Avenue. It would be one of several plans, studies and updates commissioned in recent years.

“There were many attractive Art Deco buildings, but derelict,” Mr. Talbot recalled. “Businesspeople didn’t want to go downtown. There was homelessness. There were drug deals on many corners.”

Today, on some of those same corners, bulldozers and construction cranes work almost nonstop to transform Long Beach’s 1.38-square-mile downtown and outlying areas into a more vibrant urban center. Roughly three dozen projects, valued at around \$3.5 billion, are underway or in the pipeline in one of the country’s largest continuing downtown redevelopments.

“The downtown is being reborn and recreated,” Robert Garcia, the mayor of Long Beach since 2014, said. “A lot of people view Long Beach as the kid sister to Los Angeles. It’s finally stepping into the national stage, and I’m really excited about the transformation.”

The whole world will get to see Long Beach’s shiny new self soon enough as Southern California prepares for the 2028 Summer Olympics and Paralympic Games. Los Angeles has been chosen as the

host city, and several events are expected to take place in Long Beach.

The changes to Long Beach — about 25 miles south of Los Angeles — began in earnest more than 15 years ago. The city began buying up nearly four dozen properties, including vacant lots and derelict buildings, through its redevelopment agency. The total purchases, over an area of about 25 square miles, were part of a more than \$100 million spending plan that included improving infrastructure and beefing up the police force, said Patrick H. West, the city manager.

“We purchased liquor stores, parking lots, motels and apartments that were gang hangouts — 911 hot spots, according to the police — and relocated the displaced tenants,” Mr. West said.

The properties were later resold to developers, and new zoning regulations were put in place about five years ago to help speed up construction and building conversions.

“We became a land banker,” Mr. West said. “The objective was to change the neighborhood and blight, not to regenerate dollars.”

As a result of these efforts by the local government, many developers have been eager to do business in Long Beach, and companies like Virgin Orbit and Mercedes-Benz have found new homes there.

“We’ve got the welcome mat out,” Mr. Garcia said. “We’re constantly meeting with folks, hosting forums for development interest.”

Jason Silver, the director of development for Ledcor Properties of Irvine, Calif., said changes in the review process for developments were enabling work to commence in around half the usual time.

“The city streamlined the process under one management,” said Mr. Silver, whose company is a co-developer of residential projects in Long Beach with Anderson Pacific of Chicago.

One of the residential projects, a rental building with 223 units called the Current, was completed in the summer of 2016. And construction is set to begin by this summer on the 315-unit Shoreline Gateway East Tower, which at 35 stories will be one of the city’s tallest buildings.

More projects could come later. “We’re keeping our feelers out in the Long Beach area,” Mr. Silver said.

The developments downtown and beyond are expected to add around 4,000 residential units over the next few years, from condominiums and rentals to student and faculty housing for California State University, Long Beach.

More than 200 units classified as affordable housing are under construction, although Josh Butler, the executive director of the nonprofit advocacy group Housing Long Beach, would like to see more. “Only a paltry amount of affordable housing is planned for the area,” he said.

Several infrastructure projects are also in the works. One of them, the 605-foot-long Seaside Rainbow Bridge, a walkway connecting two ends of the expansive Long Beach Convention Center campus, was just completed. And numerous commercial spaces are set to open, including much-needed hotels.

“We believe the Olympics will be a game changer for us,” Mr. West said. He expects at least five new hotels across the city over the next few years, just in time to house the throngs of visitors that will descend on the area.

Among these new hotels will be a 29-story glass high-rise by the Seattle-based American Life, now under city review. Gregory L. Steinhauer, American Life’s president, said he hoped to break ground next year on a site adjacent to a planned redevelopment of the city’s civic center.

“In our biased view, we’re at the 50-yard line of Long Beach,” he said of the location.

At the heart of the city’s revitalization plan is the Long Beach Civic Center, where a \$520 million overhaul is taking place. Development began in 2016 and is scheduled for completion in 2019. It will include an 11-story City Hall, offices for the Port of Long Beach and a main public library. Also planned: a plaza with underground parking, a retail marketplace and upgrades to the city’s oldest park, Lincoln Park.

Construction is by Plenary-Edgemoor Civic Partners, a development consortium, on city property fronting Ocean Boulevard, another main thoroughfare. (The buildings are all designed to be seismically safe and sustainable, using solar power and rainwater storage systems.)

Plans for Queen Mary Island, described by the city as “a year-round social epicenter,” are also in the works. A \$250 million entertainment and hotel complex is rising on 65 waterfront acres, next to the Queen Mary, a celebrated ocean liner. This project features new stores, restaurants, sports venues, and attractions like rooftop surfing pavilions, a roller coaster, a zip line and indoor ice climbing. There is also an amphitheater for live performances.

The retired ocean liner, which has been moored in Long Beach since 1967, is getting a much-needed overhaul, too.

And changes are planned for another tourist site, the Aquarium of the Pacific. An expansion there, expected to be completed by early next year, will give this attraction an additional 29,000 square feet that will include a new area for exhibits, an art gallery and an “immersive theater.”

Howard Kozloff, a managing partner of Agora Partners, an urban real estate advisory firm based in Los Angeles, said Long Beach “was wise to invest in its public spaces, like the aquarium and Queen Mary Island.”

“There’s a big realization that cities have to market themselves, so they need to provide those kinds of spaces,” Mr. Kozloff said. “Having active and vibrant public spaces is a way to differentiate

yourself from your competitors.”

City officials are also quick to point out Long Beach’s comparatively lower real estate prices, its temperate climate, its waterfront and its proximity to international airports.

“It’s an affordable alternative for office and residential, compared to Orange County and L.A.,” said Michael Moskowitz, a managing director of Ensemble, which has had several developments in the city and has plans for more.

Ensemble’s new residential projects will be geared toward professionals working in the area, he said. Each will offer a mix of unit sizes, from studios to three-bedrooms, with ample parking and close access to the commercial center. Its 94-unit Serenade Modern Flats, for example, is near the new civic center, while the Sonata Modern Flats is across from the convention center.

“I don’t think we’ll have much trouble renting,” Mr. Moskowitz said.

A version of this article appears in print on April 25, 2018, on Page B5 of the New York edition with the headline: A California Port City Sheds Its Past.



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Planning April 2018

IN THIS ISSUE:

Fair Housing at 50

Fair Housing at 50

We've had a half-century to fulfill this promise. How have we done?

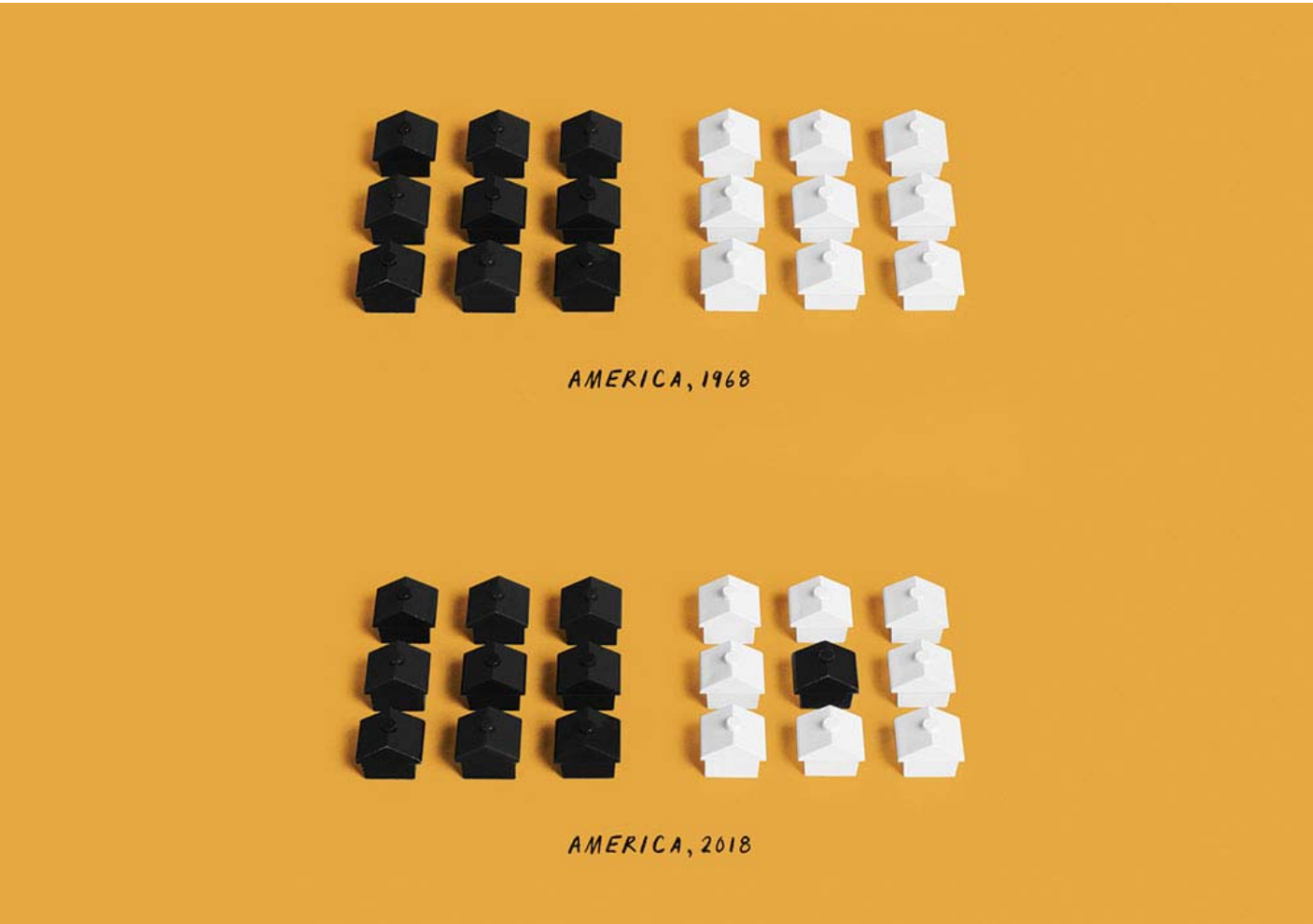


Illustration by Matt Chase.

By Jake Blumgart

On April 11, 1968, President Lyndon Johnson signed the last of the great civil rights bills. He'd been trying to move Fair Housing through Congress for two years, but the racial animus that infused the issue of residential desegregation — which corroded both Northern states as well as the Deep South — proved too profound.

In the end, Johnson managed to wrestle the Fair Housing Act onto his desk only because of the assassination of Martin Luther King and the ensuing conflagrations that swept America's cities. In the midst of national tragedy, Johnson managed to briefly overcome the toxic politics of racial prejudice in housing policy.

In his speech that afternoon, President Johnson placed the Fair Housing Act in the larger context of the 100-year struggle for freedom after the Emancipation Proclamation, and the other two civil rights victories of his term in office.

"[This law] proclaims that fair housing for all — all human beings who live in this country — is now a part of the American way of life," Johnson concluded.

But 50 years later, Johnson's victory lap reads as exceedingly premature, because only part of the Fair Housing Act was ever enforced. The law tries to both tackle explicit discrimination, like segregation in public housing and racial discrimination among mortgage lenders, and requires local jurisdictions to adopt local public policies to affirmatively pursue integration and fair housing. The first goal has been largely accomplished, but the second part, which would require the federal government to withhold funds from jurisdictions that reinforce segregated housing patterns, lacked follow-up.

Then in 2015, after years of stubbornly persistent segregation rates, HUD issued a new regulation to strengthen the 1968 law.

The Affirmatively Furthering Fair Housing rule didn't give the federal agency any additional teeth and it didn't give local jurisdictions any additional funding. But it did provide new resources to allow local jurisdictions to follow through on their old obligations under the law, and then required them to document not only barriers to fair housing — which they'd always been supposed to provide to HUD — but their plans to overcome them.

Economic Segregation

Neighborhoods in the regions below (identified as "commuting" regions) have the greatest economic imbalance in the U.S.

1. New York
2. Bridgeport, Connecticut
3. Charlotte, North Carolina
4. San Jose, California
5. Kansas City, Missouri
6. Indianapolis
7. Philadelphia
8. Louisville, Kentucky
9. San Francisco
10. Santa Barbara, California

Source: *Urban Institute*

Still, some skeptics, who are otherwise supportive of the rule's goals, have critiqued AFFH as merely another round of bureaucratic paper pushing. (Actual opposition to the regulation has come from the conservative movement.) How is a problem as entrenched as residential segregation going to be overcome with yet another report?

The answer, in part, is that AFFH is meant to be a rallying action. Massive public participation requirements are baked into the rule and the reports can give local advocates, and HUD itself, metrics by which to measure progress made on promises by local politicians. And it gives those local governments a reason to act, a reason to change their ways.

"Local advocacy groups are faced with a lot of inertia in the institutions that are charged with doing the planning," says Megan Haberle, director of housing policy for the Poverty & Race Research Action Council. "The siloing of local government agencies is intense. Having a strong federal rule is really important to overcoming that."

Another argument for AFFH's relevancy could be found in the vitriol stirred in those who opposed it. Ben Carson as a presidential candidate warned that the rule was akin to "failed socialist experiments in this country," like public school busing. "Attention American Suburbs: You Have Just Been Annexed," a headline in the conservative magazine *National Review* blared.

It took almost a year for Carson, now HUD secretary, to move against the AFFH rule. But then in December 2017, he ordered the implementation of the regulation to be put on hold. His office argued that it placed too great a burden on local jurisdictions, a statement that civil rights and affordable housing groups vigorously dispute.

But despite Carson's action, there are still dozens of jurisdictions that followed through on its requirements. Major cities like Philadelphia (<http://bit.ly/2EEyMw9>) and Seattle (<http://bit.ly/2ohPW71>) produced fair housing assessments, as did smaller counties and municipalities that receive Community Development Block Grants and other federal aid. Still others could choose to follow through without federal oversight.

Community advocates and public officials from those areas that have already compiled their reports say that no matter what the federal government does, the fair housing assessments have successfully shifted the policy conversation.



President Donald Trump speaks with Ben Carson, then his nominee to lead the Department of Housing and Urban Development, after a visit to the National Museum of African American History and Culture in Washington, D.C., in February 2017. Photo by Jonathan Ernst/Reuters.

AFFH in Kansas City

The largest city in the Kansas City metropolitan region — Kansas City, Missouri — was one of the first jurisdictions to be asked to participate in the AFFH process. But they didn't want to do it alone, so city representatives reached out to 10 of the surrounding suburban and even exurban jurisdictions to see about forming a regional fair housing plan.

Five jurisdictions across two states signed on for the program: Blue Springs, Independence, and Kansas City in Missouri, and the city of Leavenworth and the unified Wyandotte County/Kansas City government in Kansas.

Numerous elements of civil society were included in the planning as well, including church groups and the local branch of the National Association for the Advancement of Colored People. Twenty-five public meetings were held across the five communities that participated in the AFFH plan. The final report (<http://bit.ly/2CTMS74>) was submitted to HUD in November 2016 and approved shortly thereafter.

The fair housing assessment outlined a series of issues that contributed to segregation in the region, from hyperlocal school districts that isolated racial minorities to a public transit system that failed to keep poorer urban neighborhoods connected to suburban job centers. ("41 percent of the region's residents have access to public transit, but transit systems only serve 9 percent of area jobs," it reads.)

It also noted that affordable housing was concentrated in low-income communities, with the exception of white and Latino Section 8 voucher holders who were more likely to have found their way to higher income census tracts ("providing evidence that race is a factor").

The Mid-American Regional Council, a nonprofit planning association for the metropolitan area, was retained to help steer the communities through the process. The organization's director of community development, Marlene Nagel, says that the public meetings proved especially productive because they weren't pitting residents against officials in an emotionally loaded meeting over a particular policy.

"It is new because it requires us to not only partner with regional entities but to do what we can to create affordable housing opportunities in some areas we had historically not thought of, quite frankly," said Stewart Bullington, deputy director of housing for Kansas City, Missouri, in an early 2017 interview. "It was a motivator. We never had anything written down like we do now, not only from the needs perspective but how we reach out on the communication and engagement side."

But in a critique of the AFFH process across the country, those who participated in the Kansas City planning process felt frustrated in any reform efforts by the ever-diminishing funding levels from the federal government. Even as local politicians and policy makers seemed more willing to address segregation, at least in participating communities, their ability to follow through seemed more limited than ever.

"I would say most [participants] felt like it was helpful to go through the process and that they learned some things about their communities," says Nagle of MARC. "But everyone says we don't have the resources to address the challenges [described] in the plan. I think that attitude hasn't changed, because they are all feeling like we are doing as much as we can do with the resources we have."

But Nagle and other stakeholders say that the AFFH process did help focus attention on an array of issues that hadn't received enough notice before — possibly preparing the way for future action.

Low-income people face challenges finding new housing because of a lack of availability of units in their price range, but poor people with disabilities can have additional problems, because of physical design issues like doorways that aren't broad enough to accommodate wheelchairs or entryways without ramps. Disability rights groups raised this issue during the region's AFFH process, and in 2018 dimensional standards beyond those specified in the American With Disabilities Act were recommended to the state housing agencies that distribute Low-Income Housing Tax Credits.

The fair housing rule set longer term efforts in motion as well. A new regional plan for the public transit system is under way, and many of the points highlighted by the AFFH process have been included, principally the focus on better connecting lower-income neighborhoods and suburban job hubs (like Amazon warehouses).

Right now, only five percent of jobs are transit accessible in the morning, dropping to three percent at night, for average workers within a 60-minute commute of their home.

Now neighboring Johnson County, where many of these suburban job centers exist, is considering pumping \$300,000 into new bus routes to better connect inner-city neighborhoods with further-flung working-class jobs.

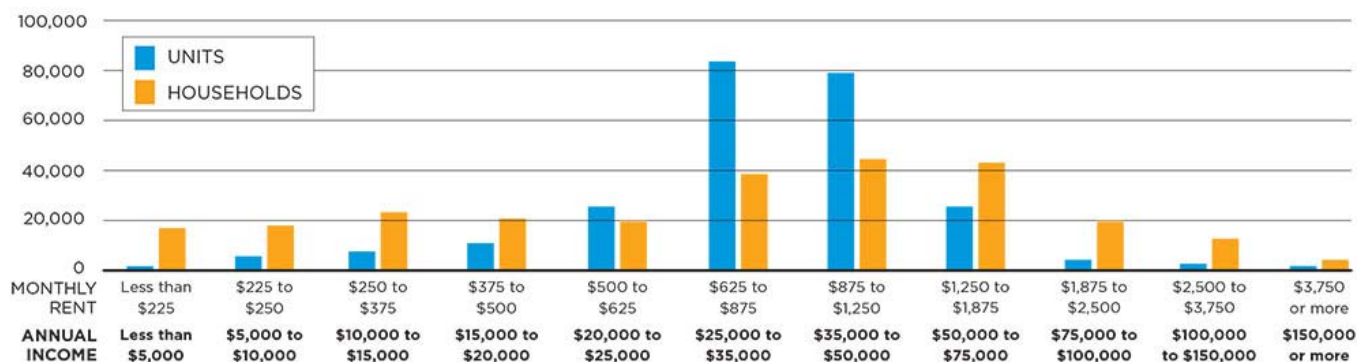
Another AFFH priority outlined in the Kansas City regional plan is mobility for Section 8 voucher holders, especially African-American families who face the most bias and live in the most highly segregated neighborhoods.

When Section 8 vouchers were first created in the 1970s, the hope was that they would give subsidized low-income households a chance to live in areas with better schools, better jobs, and less crime. But research has shown that, without outside assistance, it can be hard for people to find housing out-side of their own social networks and the neighborhood contexts that they know.

The Kansas City AFFH plan provides the framework for a proposal, based on a program in Baltimore, that would enable suburban and urban housing authorities to work together to encourage voucher holders to live in safer, better-served areas. A "regional housing locator" is also planned, to better pair interested families with neighborhoods.

Affordable Housing Mismatch

Data from Greater Kansas City, Missouri, shows that there is an imbalance between the availability of affordable housing and the number of low-income households that need it.



Source: Greater Kansas City, Missouri, *Plan for Affirmatively Furthering Fair Housing*, Disproportionate Housing Needs Section.

Can fair housing succeed at the local level?

Like many of the dozens of other jurisdictions that completed the AFFH process before the current HUD leadership froze the rule, the municipalities in the Kansas City area say they plan to see their report through even without federal oversight.

"I don't think [the Trump administration's hold] will have any effect on the five cities that have decided to do the regional AFFH here," says Jennifer Tidwell, division manager for Kansas City's Department of Neighborhoods and Housing Services and former HUD administrator for the region. "We are moving forward on all our goals, so it won't affect our region at all."

But that's only true when it comes to the jurisdictions that self-selected into the AFFH process. They are likely those who need the most assistance with these issues, just as the public meetings predominantly attracted those who are already invested in questions of affordable housing and segregation.

So many of the goals in the report focus on attracting investment and affordable housing in low-income neighborhoods, rather than more opportunities in wealthier, and usually whiter, areas.

"While [community opposition] is an important contributing factor in inhibiting affordable housing in opportunity areas public input has indicated that the highest priorities should be given to improving neighborhoods where protected classes are concentrated, thus it has been given a medium priority," the report reads.

Land-use and zoning policy are given a medium priority as well, because "implementation of more inclusionary zoning and land use practices is mainly out of the hands of the communities participating in this regional AFFH" due to current state laws.

But even in a policy area that the plan marks as a priority, like the regional voucher system, the participants hesitate to devote their scant resources to a new and more expensive proposal that could limit the number of vouchers they can issue. Their waiting lists, after all, are already tens of thousands of people long — and pursuing a more integration-minded Section 8 strategy can be more expensive, meaning fewer people get help from vouchers overall.

"The challenge is that their resources are going in the wrong direction in terms of funding from HUD," says Nagle. "But they'd like to have the structure in place and an agreement between the housing authorities, so if the resources permit they could then implement it. But it's not quite as possible as they hope the future will allow it to be."

Is there a higher authority?

Part of the promise of the Fair Housing Act was that these kind of regional disparities could be overcome with the assistance of the federal government. If local jurisdictions resisted integration by, say, refusing to help Section 8 voucher holders relocate to whiter, wealthier locales, the feds could withhold infrastructure funding until they relented.

These threats were never followed through on after the early 1970s, but the Obama-era rule revived some of those promises. In theory, if jurisdictions didn't follow through on the promises outlined in the AFFH plans, HUD could withhold funds.

But few believed that HUD funds would get pulled, no matter who won the White House in 2016. In an environment where resources are limited, would a Democratic administration really be willing to withhold affordable housing resources to its constituent groups?

"We saw that when we first started, but it's quite a stick," said Bullington in an early 2017 interview. "We can't afford to not have our Community Development Block Grants and HOME funds flow. So it really didn't come up hardly at all over the production of this thing. It didn't hang over the plan's development as a kind of a threat or anything like that."

This is one of the essential dilemmas of fair housing advocacy and it is not limited to any region or state. As available resources shrink, the jurisdictions where low-income people live genuinely need affordable housing resources so they can satisfy some degree of need. But to meaningfully pursue desegregation, affordable housing dollars and efforts need to be expended in higher opportunity areas, too. It's a Catch-22, and HUD has largely avoided it by not focusing its shrinking resources on integration.

"I never thought that HUD would enforce anything anyway, because they never did," says John Logan, a professor at Brown University, who has studied segregation. "Even under the Obama administration or if it had continued with the same people and the same progressive rhetoric, I had doubts they were actually going to do anything. They always had to be taken to court to push them into enforcing something."

The courts have paved the way. In Philadelphia in the 1970s, a judge forced a famously reactionary mayor to build public housing in a white neighborhood. In Yonkers, during the case dramatized in the HBO miniseries, *Show Me a Hero*, affordable housing units were built in white neighborhoods for a similar reason. Most recently, Dallas-based Inclusive Communities successfully sued the state over its propensity for building LIHTC units almost entirely in segregated, impoverished communities.

The courts have provided fair housing advocates succor under the Trump administration as well. Before freezing the AFFH rule, Carson ordered a halt to the Small Area Fair Market Rent program, which makes it easier for voucher holders to afford units in higher income areas. Antisegregation advocacy groups sued HUD over the delay and won.

Even an AFFH skeptic like Logan thinks it makes sense to try a similar tactic with AFFH.

"If I were active in an advocacy group, I would be loudly complaining about this change," says Logan.

"Primarily for symbolic reasons. We've been pushing for things in the right direction and this is moving in the wrong direction."

Fair housing groups have considered suing HUD again over the delayed rule. But no matter what happens, the holdup on AFFH says a lot about the state of the Fair Housing Act.

Fifty years after President Johnson signed it, the last of the great civil rights laws requires a lawsuit if even the most liberal jurisdiction wants to fulfill its promise.

Jake Blumgart is a reporter with WHY's PlanPhilly.

RESOURCES

An APA Policy Guide on housing is in development. Learn how you can get involved in the development process: www.planning.org/policy/guides/upcoming/housing/ (<http://www.planning.org/policy/guides/upcoming/housing/>).

"Planning and Fair Housing" (*PAS QuickNotes* 66, February 2017):

www.planning.org/media/document/9119225/ (<http://www.planning.org/media/document/9119225/>).

"Zoning to Support Low-Income Housing Tax Credit Projects" (*Zoning Practice*, September 2017):

www.planning.org/media/document/9131607/ (<http://www.planning.org/media/document/9131607/>).

"Keeping Affordable Housing Affordable in Growing Cities" (*The Commissioner*, August 2017):

www.planning.org/planning/2017/aug/thecommissioner/ (<http://www.planning.org/planning/2017/aug/thecommissioner/>).

"Solving Chicago's Affordable Housing Conundrum" (blog post, June 27, 2016):

www.planning.org/blog/blogpost/9105791/ (<http://www.planning.org/blog/blogpost/9105791/>).

"Beyond Building" (*Planning*, March 2017): www.planning.org/planning/2017/mar/beyondbuilding/ (<http://www.planning.org/planning/2017/mar/beyondbuilding/>).

Show Me a Hero, a 2015 HBO miniseries about the true story of a mayor attempting to fulfill a court order to build low-income housing in white neighborhoods: <http://itsh.bo/2okzRxX> (<http://itsh.bo/2okzRxX>).

The *New York Times* revisits the Kerner Commission's 1968 assessment of inequality in the U.S.:

<http://nyti.ms/2oRqVAB> (<http://nyti.ms/2oRqVAB>).

Chicago's Metropolitan Planning Council looks at the toll segregation takes on income, education, and lives: <http://bit.ly/2tiqlRN> (<http://bit.ly/2tiqlRN>).

California Housing Crisis Jolts Legislature Into Action

By Josh Stephens

The Golden State is the country's most populous by far — and it has outsized affordable housing issues to match. Median monthly rates for two-bedroom rentals in many coastal cities are topping \$2,000. Statewide, homes are selling for a median of \$524,000 — with averages far higher near the coast. The Legislative Analyst's Office estimates that California must produce 100,000 more units — above its average of about 120,000 — annually to achieve affordability.

But cities have made that difficult. Wary of increased density, traffic, and demands on public services, residents of many California cities have advocated for restrictions on the type of development that could alleviate the crisis.

So the state legislature finally stepped in.

After years of relative inactivity, 130 housing-related bills were recently introduced. A package of 15 eventually passed in 2017, addressing both affordable (subsidized) housing and market-rate production, several of which require cities to facilitate housing production through reform of plans and zoning codes. The new laws fall into a few main categories:

FINANCING. Senate Bill No. 2 raises funds through a \$75 transaction fee, while SB 3 places a measure on the 2018 statewide ballot to raise \$4 billion.

ZONING AND STREAMLINING. The bill that got the most attention from planners, SB 35, requires cities to streamline the approvals process if it does not already meet certain housing goals. SB 540 creates "opportunity zones" for workforce housing, and SB 73 enables cities to conduct environmental reviews on entire districts so developers can develop conforming projects by right.

PRODUCTION GOALS. Every city in California must undergo a "Regional Housing Needs Assessment" and is required to absorb its fair share of the state's projected housing growth, accounting for these housing numbers in their planning documents.

AFFORDABLE HOUSING. Three bills further streamline local review processes to accommodate affordable housing development and give eligible developments more opportunity to challenge rejections.

"Each of the bills tackles a different piece of the housing process at the local level," says Sande George, a planning consultant and legislative advocate for the California Chapter of the American Planning Association.

Planners do not yet know how these new laws will relate to each other in practice. George says it's too soon to tell "whether or not we have the ability to actually put all of these bills together in some comprehensive, reasonable package at the local level that will work on the ground."

All told, these bills are the most significant attempt by the state to support subsidizing housing and lower regulatory bars impeding production of market-rate housing. But because legislation is an annual — and messy — process, and housing development a generational one, the results of these new laws are far from certain. Even the most optimistic proponents don't think they'll be enough.

Legislators are already trying to build on last year's momentum by introducing new legislation for consideration in 2018. State Senator Scott Weiner, architect of several of last year's bills, including SB 35, has doubled down. His SB 827 could be the most dramatic and, critics say, invasive housing law in recent

memory. It would essentially require all cities with mass transit stops to permit high-density housing within a certain radius of those stops. Many housing advocates are cheering SB 827, but many city officials are wary of the loss of local control over approvals.

"To me they've gone past 'let's tinker with existing laws' to really get into eliminating the abilities of cities and counties to do planning and zoning as they have in the past," says George. "That's a big step."

Other topics legislators are expected to address include accessory dwelling units, further enforcement of RHNA, and tenant protections. Not on the table: funding. Governor Jerry Brown has indicated he prefers local streamlining over state expenditures.

By 2050, California's population is expected to rise another 10 million, to 50 million. If this new wave of legislation doesn't successfully produce more housing, we can only imagine where they're all going to live.

Josh Stephens (joshstephens.net) is a contributing editor to the California Planning & Development Report.



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ARCHITECTURAL RECORD

LACMA Unveils Latest Zumthor Scheme



Peter Zumthor's latest design for LACMA still bridges Wilshire Boulevard but has concrete surfaces and a greater variety of interior art and amenity spaces.

Image courtesy Atelier Peter Zumthor



◀ PREV

NEXT ▶

Soon after Michael Govan became director of the Los Angeles County Museum of Art (LACMA) in 2006, he called Swiss architect Peter Zumthor to begin reimagining the museum's campus, with its awkward collection of buildings of various vintages (now seven in all). The exploration began in earnest in 2008, but the museum didn't present a scheme publicly until 2013. The institution has since unveiled four more iterations—most recently on April 5, when Govan hosted an onstage discussion with the architect. Less than two months earlier, during a talk at New York's Solomon R. Guggenheim Museum, Zumthor had hinted about significant design changes, and by April, a packed house at LACMA's Bing Theater awaited the latest revelations.

The initial design, in 2013, proposed a black, amoeboid building, hovering (with supporting vertical elements) above the ground. It evoked the dark, oily character of the adjacent La Brea Tar Pits, an archeological site and museum with prehistoric remains. Zumthor's 387,500-squarefoot structure was designed to replace four existing buildings: LACMA's three original 1965 pavilions, by William Pereira, plus a 1986 addition by Hardy Holzman Pfeiffer Associates. (The museum says two estimates placed the cost of seismic and safety upgrades for those buildings at \$300 million.)

Critics and skeptical locals soon nicknamed Zumthor's flat, curvy-edged project "the pancake," "the blob," or "the inkblot." And there was a major glitch: the siting threatened the protected tar pits. To address that issue without losing square footage or galleries all on one floor—a priority for Govan—each subsequent scheme has bridged Wilshire Boulevard to a LACMA-owned parcel across the street. "We called [the original scheme] 'the black flower,'" Zumthor explained from the Bing stage. "But then came the moment when we, more or less, had to cross Wilshire, and then [Michael] said, 'You understand, an organic form cannot cross Wilshire Boulevard.' So it had to develop urban energy." Harder-edged versions followed, ultimately taking on a quirky S-configuration. But spanning a grand thoroughfare like Wilshire is controversial—particularly with forms resembling freeway overpasses.

And the newly unveiled version risks reinforcing that analogy with its striking muscularity and sand-colored concrete. While this \$650 million scheme—for which, the museum says, it's already secured commitments exceeding \$300 million—doesn't break radically from the previous iteration, its significant changes include greater definition of indoor spaces.

Now the exterior and interior surfaces are all exposed concrete: "real, elemental materials, not sheetrock," said Zumthor. The main gallery level floats 20 to 30 feet above the ground, sandwiched between two massive horizontal plates: the floor plane and a deeply overhanging flat roof. Seven vertical elements—containing galleries and, at grade, a restaurant and other amenities—hold it all up.

Certain ideas have run through every iteration: the flow of a parklike ground plane beneath the building; continuous floor-to-ceiling perimeter windows; and an overall form that bends and looks back on itself and out to the city. "You always know where you are," said Govan. Also, the project has from the start eschewed a traditional front or back (a formality that tends to relegate some artworks to lesser, rear positions). Similarly nonhierarchical, "the circulation should be like a city or park," said Zumthor, "offering free choice and a sense of discovery, not a fixed path."

In the variety of spaces, interior scales, and daylighting conditions, the new scheme goes well beyond its predecessors, creating four types of art venues: "meander" galleries, doubling as circulation zones, along the side-lit periphery; intimate cul-de-sac "pocket galleries"; "cluster galleries" toward the interior; and, within the vertical shafts, high-ceilinged, clerestory-lit "tower galleries"—together accommodating LACMA's encyclopedic range of objects.

Recent Articles By Sarah Amelar

Hazel Wolf K-8 E-STEM School by NAC Architecture

Crest Apartments by Michael Maltzan Architecture

Local Streets and Roads Awards Showcase Innovation



COURTESY OF THE CITY OF MILL VALLEY

Meghan McKelvey, manager of department and member services for the League, and Eva Spiegel, director of communications for the League, contributed to this article. To learn more about the awards program, visit www.savecaliforniastreet.org.

The County Engineers Association of California (CEAC) and the League's Public Works Officers' Department announced the winners of the 2018 Outstanding Local Streets and Roads Project Awards at their annual spring meeting in Monterey. The awards highlight local governments' creativity and use of the latest techniques in road construction and repair to preserve and protect the public investment in local streets, roads and bridges.

Sponsored by the League, California State Association of Counties and CEAC, the Outstanding Local Streets and Roads Awards program honors cities and counties that employ innovative technologies and materials. Through these exemplary efforts, cities and counties are improving system efficiency and safety for all users, including motor vehicle drivers, bicyclists and pedestrians. These projects also reduce greenhouse gas emissions, thus helping local governments, regional agencies and California meet statewide greenhouse gas reduction goals designed to address climate change. And a safe, well-maintained and environmentally friendly local transportation system saves money over the long term for cities, counties and taxpayers.

"People expect their local governments to wisely invest their tax dollars in their communities and implement cutting-edge solutions in delivering local services," said Charles Herbertson, president of the League's Public Works Department and director of public works for Culver City. "The projects receiving awards show the ways in which cities and counties can deliver much-needed transportation improvements that are cost effective and environmentally sound and help make our streets, roads and bridges safer."

"We're recognizing five winning projects and several more finalists in each category," said Jeff Pratt, president of CEAC and public works director for Ventura County. "Each award highlights how local governments are implementing new and better ways to deliver projects on time, on budget and with as little disruption to the community as possible. These amount to a best practices manual for local transportation improvements."

Category: Overall

Winner: City of Mill Valley, Miller Avenue Streetscape Plan With Full Depth Reclamation

Miller Avenue functions as a central corridor serving the circulation, commerce and recreation needs of Mill Valley's residents and visitors. The corridor was established in tandem with the railroad in 1889 and eventually incorporated median parking to accommodate cars and trains.

The Miller Avenue Streetscape Plan incorporates the street's first comprehensive design with the primary goal of creating a safe and efficient multimodal corridor consistent with the complete streets principles of design, including features to accommodate all users — vehicles, transit, bicycles and pedestrians. The plan also improved the underground and roadway infrastructure, preserved and enhanced the corridor experience with new drought-resistant landscaping and rain gardens to reduce peak storm discharge into nearby creeks, maintained Mill Valley's cultural features and improved the corridor's overall infrastructure.

A 1,700-foot stretch of the project eliminated frontage roads and realigned the street to accommodate parking, travel lanes, accessible sidewalks and buffered bike lanes. Due to the large amount of reconstruction required, combined with elevation changes and difficult soil conditions, the roadway construction utilized full depth reclamation, pulverizing 18 inches of the underlying roadway that was reused for ground materials and overlaid with new asphalt. Full depth reclamation is 50 percent less expensive than traditional road repair methods and reduces excavation and the import and export of materials. Although rarely implemented in an urban setting, the city successfully applied this method of road reconstruction, which reduced both the number of truck trips hauling materials in and out and the cost of replacing the pavement. Repaving was done at night to minimize disruption to the community and the impact on local businesses; this also cut three to four weeks off the time needed to complete the project.



Monterey used roundabouts to address traffic congestion and related issues at a heavily traveled intersection.

Category: Safety or Intelligent Transportation System Projects

Winner: City of Monterey, Holman Highway 68 Roundabout

The Holman Highway 68 Roundabout was designed to relieve congestion at the busy intersection of Holman Highway 68, southbound Highway 1 ramps and 17 Mile Drive near the entrance to Pebble Beach and the area's only community hospital. The selected improvements feature two closely spaced roundabouts, one of which is a teardrop roundabout located at the access point to 17 Mile Drive. Monterey's roundabout solution mitigated congestion and eliminated traffic signals and stop signs to reduce vehicle idling times and greenhouse gas emissions. It also improved response times for first responders and access to the community hospital and local Fire Department. In addition, it helped protect the surrounding Monterey Forest and enhanced access to the existing scenic corridor.

The project was one of the first in the state to use the intersection control evaluation (ICE) process to help evaluate and identify the best solution for intersections located in the state right of way. The process demonstrates the safety and operational performance advantages of roundabout control over signal control by providing a side-by-side comparison. It also establishes a streamlined Caltrans approval process for consensus building. The ICE performance measure matrix made it easier to educate policymakers and the public on the roundabout as the key component of an unprecedented solution, leading to broad local support and full project funding. Leveraging the greater capacity of the roundabouts, the city ultimately replaced a previously approved widening project of State Route 68 that included a bridge replacement and signalized intersection. The project cost approximately \$10.7 million.

Finalists

City of Santa Clarita, Dynamic Lane Change. The intersection of Soledad Canyon Road at Sierra Highway carries approximately 80,000 vehicles daily. To address congestion and queuing at one of Santa Clarita's busiest intersections during the afternoon peak, the city implemented a dynamic lane that decreased queues by almost 800 feet and increased throughput by almost 10 percent. This also reduced greenhouse gas emissions and the amount of time residents spend in traffic. The project features a series of dynamic message signs to inform travelers when the lane is exclusively for right turns and when it is a right/through lane. Santa Clarita used early community outreach that explained the new concept on flyers, social media, print publications and the city's website. Innovative data collection techniques were used to perform the before and after analysis. Drone videos survey the queuing at the intersection and observe the project's results. Real-time video analytics collect data on specific performance measures to evaluate queuing and lane utilization.

City of Rancho Cordova, Citywide Intelligent Transportation System Project. Rancho Cordova constructed an intelligent transportation system (ITS) that fully connects the city network, increases safety, transcends jurisdictional boundaries and paves the way for a future with

autonomous vehicles. In 2010, the city prepared an ITS Master Plan that led to grants from Caltrans and Sacramento Area Council of Governments for a combined \$4 million. With an additional \$1.5 million in local funds, the city invested \$5.5 million to install over 20 miles of fiber optic cable, 80 intelligent signal controllers, 40 intersection cameras and Bluetooth travel time readers on Sunrise Boulevard. In addition, Rancho Cordova upgraded City Hall with a new traffic management center allowing live monitoring of traffic conditions, establishing critical center-to-center integration with the Sacramento County Traffic Operations Center. The newly completed project improves signal coordination, safety and emergency response and reduces congestion and greenhouse gas emissions.

City and County of San Francisco, 9th Street and Division Street Bike and Pedestrian Improvements. In 2014, San Francisco adopted Vision Zero, a road safety policy to increase safety and eliminate all traffic fatalities by 2024. It promotes a sustainable transportation system. In the SoMa district, 9th Street and Division Street is one of the higher risk intersections. Part of a larger well-used bicycle facility on Division Street, 10 of the 12 collisions on the street between 2008 and 2013 involved bikes where vehicles made right turns. The San Francisco Municipal Transportation Agency and San Francisco Public Works proposed a system to simplify traffic flow and provide a physical barrier between cyclists and pedestrians and moving vehicles. Improvements included raised crossings, corner safety islands with new curbs, painted bike lanes and pedestrian safety zones, a parking protected bikeway, a 13-foot-wide pedestrian sidewalk and the conversion of a one-way street to a two-way street.



Trinity County replaced five bridges that were structurally unsound or functionally obsolete; expedited construction minimized traffic disruption.

Category: Efficient and Sustainable Bridge Maintenance, Construction and Reconstruction Projects

Winner: Trinity County, Trinity County Bridge Demonstration Project

Trinity County entered into an agreement with Central Federal Lands Highway Division to replace five county-owned bridges using design-build methods. The bridges were identified as structurally deficient or functionally obsolete and approved by Caltrans and the Federal Highway Administration (FHWA) for replacement under the FHWA Highway Bridge Program.

The county wanted to accelerate the project, augment staff duties and use “every day counts” design and construction methods. Using precast abutments and deck panels reduced construction time to as little as two weeks per bridge. The design-build team was hired to design, construct and acquire the necessary rights of way. The pilot program cost \$7.9 million, coming in at 10 percent below budget. It took 12 months to design the project, acquire rights of way and complete construction.

Finalists

County of San Bernardino, U.S. Route 66 Bridge Preservation Program. The National Trails Highway (NTH), also known as Historic Route 66, was established as one of America’s first transcontinental highways. San Bernardino County is responsible for maintaining NTH between the cities of Barstow and Needles. Built between 1929 and 1931, the corridor is the longest remaining original section of Route 66 and contains 127 timber bridges. This section is critical to the economic vitality of an underserved rural region larger than some states; it provides the only bypass to Interstate 40 and is deemed eligible for the National Register of Historic Places. The county embarked on an ambitious program to rehabilitate or replace structurally deficient historic timber bridges along a 111-mile stretch of this corridor. It successfully secured funding for the first priority group of nine bridges and is on track to secure funding for additional groups.

Yuba County, Alleghany Road Over Oregon Creek Bridge Rehabilitation. This project involved rehabilitating the historic wooden-covered truss bridge in the Tahoe National Forest in northern Yuba County. The bridge is listed by Caltrans as a Category 1 historic bridge. Though it

is also listed on the National Register of Historic Places, the bridge was closed to vehicular traffic due to the possibility of catastrophic collapse. The project was necessary to improve public safety by providing a safe river crossing for all passenger-sized vehicles and small U.S. Forest Service fire trucks. Rehabilitation of this nearly 150-year-old covered bridge created the opportunity to sustainably maintain its historical significance by reusing and rehabilitating some original materials.



Residents in the City of Orinda passed two local measures to fund the repair of failed pavement.

Category: Efficient and Sustainable Road Maintenance, Construction and Reconstruction Projects

Winner: City of Orinda, The 2017 Annual and Measures J and L Pavement Rehabilitation Project

The City of Orinda needed to repair 92.7 miles of failed pavement. Using full depth reclamation, the city implemented the best and most sustainable technology available. When complete, the project will provide a perpetual pavement section that needs only the wearing surface maintained and does not require new aggregates or removal of the old material.

Full depth reclamation projects reduce energy consumption by 28 percent and greenhouse gas emissions by an average of 48 percent. Funded by residents through Measure J and L, the city's pavement rehabilitation program completed reconstruction of 63 failed residential roads, repairing a total of 11.4 lane-miles in 2017.

Orinda became the first San Francisco Bay Area public agency to embark on such an aggressive road rehabilitation program using full depth reclamation. The city anticipates that using this sustainable process will raise its pavement condition index (PCI) rating from 41 to 88 — on a scale of 0 (failed) to 100 (excellent) — by 2019.

Finalists

City of San Luis Obispo, Madonna-Los Osos Valley Road Rehabilitation Project. San Luis Obispo recently completed the largest roadway maintenance and rehabilitation project in its history on two arterial streets, Madonna and Los Osos Valley roads. Approximately 25,000 vehicles travel these roads daily. This project addressed the city's multimodal transportation improvement goals by installing ADA-compliant sidewalk curb ramps and substantial roadway striping changes, including new green and buffered bike lanes, to improve safety for bicycles. The city used a variety of techniques to save taxpayer money and reduce environmental impacts. Pavement maintenance treatments included base repairs, micro-surfacing and full depth reclamation, which reduced transportation and trucking project needs and lowered greenhouse gas emissions by

75 percent compared with a conventional process. These methods saved \$800,000 and preserved 8,300 cubic yards of materials that otherwise would have needed to be removed for disposal.

Los Angeles County, Susana Road Reconstruction Project. Since 2008, Los Angeles County has used sustainable pavement treatments to preserve and improve the quality of its roads in a cost-effective and environmentally responsible way. Limited resources and the state mandate to reduce greenhouse gas emissions under AB 32, the Global Warming Solutions Act of 2006, served as the motivation underlying the county's sustainable approach. Susana Road is located in an industrial section of the unincorporated community of Rancho Dominguez. The 2-mile-long arterial road was in poor condition due to significant heavy truck traffic. The reconstruction project includes preserving roads in good condition first, using recycled materials in pavement treatments and reusing materials in place when reconstructing roads. The county estimated that using this sustainable reconstruction method saves \$3.2 million and achieves significant environmental benefits.



San Francisco significantly improved safety on a street with numerous hazards.

Category: Complete Streets Projects

Winner: City and County of San Francisco, Mansell Streetscape Improvements Project

Mansell Street was developed in the 1950s as part of a never-completed crosstown freeway and primarily served motorized vehicles. The traffic lane widths and three different posted speed limits encouraged speeding. Pedestrians had to walk on the street or climb over a guard rail and walk along an informal path to access various park facilities or to commute between neighborhoods. Cyclists also had to share the road with vehicles traveling at speeds up to 45 miles per hour, and public transit users had to wait on the street for a bus.

The project addressed pedestrian safety and bicycle access by reducing the number of vehicular lanes from four to two with one lane each direction, separating vehicular traffic and creating a multi-use path. In several sections, the project incorporated the construction of a sidewalk, bicycle facilities, safety improvements including raised crosswalks and flashing beacons at some intersections, and a corner bulb-out.

Street-level lighting, trees and landscaping and site furnishings were added to make this a complete streets project. In addition, the jogging path was paved with pervious asphalt to help reduce runoff and to keep the path dry for runners during wet weather.


Finalists

Kings County, Kettleman City Safe Routes to School and Roadway Reconstruction Project. The Kettleman City Community Plan was developed as part of the Kings County 2035 General Plan. Extensive public outreach during the plan's development revealed that residents' primary concerns focused on excessive speeds along State Route 41 and the need for children to have a safe route to school. The project includes new pedestrian pathways, ADA-compliant ramps and widened roadways reconstructed using full depth reclamation with cement treatment. This approach reduced material costs and the project's overall carbon footprint and created a shared area for bikes and on-street parking.

City of Beverly Hills, North Santa Monica Boulevard Complete Street Reconstruction Project. One of the main thoroughfares through Beverly Hills, North Santa Monica Boulevard has helped define the city since the 1930s. The road had deteriorated with cracked sidewalks and damaged curbs, gutters and drainage inlets; it required a full reconstruction from subbase to surface for 1.5 miles of roadway. This complete streets project features environmentally efficient LED streetlights; fiber optic conduit; new curbs, gutters and sidewalks with new ADA-approved access ramps; roadway widening to accommodate a new 5-foot- wide bike lane; an upgraded camera-operated traffic signalization system; and raised pedestrian crossings that provide traffic calming at 10 intersections heavily traveled by pedestrians.

Photo Credit: Courtesy of the City of Monterey; Courtesy of Trinity County; Courtesy of the City of Orinda; Courtesy of the City and County of San Francisco

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More Than a Streetcar Named Desire

A new strategic mobility plan hopes to move New Orleans from a focus on reconstruction to equity.

By Jeffrey Goodman

Since 1835, when the first train chugged uptown along St. Charles Avenue, New Orleanians have relied on public transit to get from neighborhood to neighborhood and from the Mississippi River to Lake Pontchartrain. While the last century saw New Orleans's transit service diversify, consolidate, reorganize, and privatize, the devastation of the city's bus fleet during Hurricane Katrina began a new era in its relationship with transportation.

In 2017, after years of operating without a strategic vision, the New Orleans Regional Transit Authority launched a year-long effort to develop a *Strategic Mobility Plan*, one that would guide the system for the next 20 years. Divided into multiple sections — Listening & Learning, Exploring Opportunities, Visioning, Evaluating Options, and finally, Developing the Plan — the *Strategic Mobility Plan* hopes to be a comprehensive blueprint for New Orleans transit, from fare schedules to enhanced corridors to workforce linkages. Supporting all these moves is a philosophical shift: The RTA has started thinking of itself not as a transit agency, but as a mobility agency.

What Is the Strategic Mobility Plan?

The Regional Transit Authority is finishing a plan that will establish the vision, goals, and road map for public transportation in the city and region for the next 20 years. The five-step process includes extensive feedback gathering. The plan is part of the RTA's larger commitment to equity and access for all, as well as excellent service and performance.



Source: The Regional Transit Authority

David Fields, AICP, a consultant with San Francisco-based Nelson/Nygaard, who is helping the RTA create the plan, told *The Times-Picayune*, "While RTA specifically is a transit agency, more and more we're seeing new types of mobility coming in that play a really big part in the mobility picture." Fields cited ride-hailing services, bike share, and smartphone-based services as new modes that need to be folded into a broader transit ecosystem.

At press time, the plan, which wrapped its last public meetings last November, was scheduled to be released in mid-December. Should the plan be adopted by the RTA board, certain elements could be implemented as soon as late 2018.

Back to basics

But for all the futurism built into a 20-year plan, stakeholder surveys showed New Orleanians had more prosaic concerns: access to destinations and reliability. More than 2,000 frequent, occasional, and infrequent riders were in universal agreement that these two items should be the key values that the RTA embodies, not affordability, efficiency, or even comfort. When asked to come up with big ideas for the future of transit in New Orleans, respondents kept it simple, wishing the RTA would just improve existing services and better communicate information on services, schedules, and delays.

Riders' desire for the RTA to do a better job at the fundamentals stems not from lack of imagination but rather from frustration at the agency's recent history, and the perception of a disconnect between the RTA's emphasis and community needs.

An analysis of 2015 trip data by RIDE New Orleans, the local transit advocacy group, found that while the RTA's streetcar lines — which are generally viewed by locals as catering to tourists — had surpassed pre-Katrina ridership levels, the transit authority had restored just 35 percent of bus service, leaving "many neighborhoods across the city with poor-quality transportation choice." (The RTA disputed this interpretation.)

Like many cities' transit agencies, the RTA has faced criticism that streetcar expansion, though splashy, has come at the detriment of local riders. While the RTA touted the new \$75 million Loyola/Rampart line, which runs from the central business district to the edge of the Marigny, the consolidation and elimination of bus service to accommodate the streetcar resulted in longer trips with more transfers, according to RIDE New Orleans's executive director Alex Posorske. By contrast, rerouting a bus from Central City to Canal Street — a change that Posorske noted cost "almost nothing" — put thousands more jobs within 30-minute travel times to some of the city's poorest neighborhoods.

And though he praised the RTA's long-term strategic planning effort, Posorske worried that, "a lot of transit riders can't wait for a future [that's] two decades down the road. We need to create our transit future now."

Transport for all

This question about prioritization — between tourists and locals, fixed rail and buses — is heightened by the RTA's peculiar internal structure. Officially, the New Orleans Regional Transit Authority, which delivers more than 50,000 trips daily, has precisely one employee: a secretary who takes notes at board meetings. All other positions, including the drivers, planning staff, and management, are under contract to Transdev, a Paris-based logistics company, which in turn has a contract from the RTA board.

Before Katrina, the RTA had a complicated organizational history. Chartered by the state in 1979, the RTA is governed by a volunteer board appointed by the mayor of New Orleans and the head of adjoining Jefferson Parish. It was designed to be a shell around a transit operator, the Transit Management of Southeast Louisiana, an RTA-created public benefits corporation with a staff of 1,300 in charge of everything from route planning to bus driving and customer service.

In the same way that many private companies took over other devastated and moribund institutions in the wake of Katrina, the RTA opened transit operations to public bid in 2008. TMSEL bid but lost to Transdev, then called Veolia. Under Transdev, the RTA increased annual ridership from 11.4 million in 2008 to nearly 23 million in 2012 while cutting the operating cost of a revenue service hour from \$247 in 2006 to \$135 in 2014. However, neither service hours nor ridership have eclipsed pre-Katrina numbers despite the city's population recovery.

The relationship between the return of transit service and the return of devastated neighborhoods was a constant source of tension. The famous Desire line — Blanche DuBois's streetcar had long been replaced by a bus — stopped running with the hurricane, forcing residents to walk a mile to catch a bus downtown. To neighborhood leaders like Katherine Prevost of the Bunny Friend Neighborhood Association in the Ninth Ward, lack of transit handicapped reinvestment and repopulation in poorer neighborhoods.

"You took the bus away from them, but kept it for people in other parts of the city. ... There's no equity in the Desire or the middle Upper Ninth Ward," she told *The Times-Picayune* in 2014.

Justin Augustine III, Transdev's vice president, countered: "When the Ninth Ward was slow to repopulate, it's not efficient to put those buses back out there. You'd just have empty buses running around."

In 2014, the RTA board renewed Transdev's five-year contract. While that contract was being renegotiated, RIDE New Orleans and other groups put pressure on the operator to develop a new vision for transit in the city. After the storm, the systems (routes, capital budget, and oversight) had been framed around rebuilding, however halting and difficult. But with a decade past and the city's population stabilizing, the narrative needed to shift from "one of reconstruction to one of equity," says planner Fred Neal Jr., AICP. He added that New Orleans's transit future cannot just plan for "a single bike lane or bus stop but for a whole network and street grid."

Little victories

As the city looks to the future, rather than focusing on specific lines, the new *Strategic Mobility Plan* takes a broader view of anticipated transit demand. Looking at block-level population density and neighborhood-level job locations, the plan uses a "composite transit index" to identify areas where current demand and service are well matched, as well as to find the places that lack access to quality transit.

As New Orleans works through an update of its 2010 *Master Plan*, the mobility plan can help focus future development patterns. In a city with limited budgets, the plan "is going to help us understand where we need to put our resources," says Transdev's chief strategy officer Adelee Le Grand. "It's not a plan that [simply recommends that] we ... get another plan."

A key piece of the *Strategic Mobility Plan* is for the RTA to hire its second employee: an executive director to oversee the contract with Transdev.

In advance of the 2019 contract negotiation, when transit advocates will push for the RTA to "take back" the strategic planning staff from the private operator, Transdev wants to show that New Orleanians can trust their transit company, that it hears their concerns, and that it is looking to the future. The RTA may not be able to deliver on all its goals, but even small victories count; after residents organized in 2014, the Desire line reopened and once again runs through the Ninth Ward to downtown.

Jeffrey Goodman is a planner and designer based in New Orleans. His research focuses on short-term rental policy, regulating the sharing economy, and public history.

Port Swap

Despite being defined by the course of the Mississippi, the Crescent City offers just a handful of places to experience the river. But a complicated swap involving the Port of New Orleans, the city of New Orleans, and the city-owned railroad will soon create what Mayor Mitch Landrieu calls the "largest contiguous riverfront footprint" in the U.S., with public access from downtown through the French Quarter to Bywater.

The key to the deal announced in June is the transfer of the Nicholls and Esplanade wharves to the city from the state-run Port of New Orleans. Located at the downriver end of the French Quarter, these wharves currently create a gap between two existing promenades, the

Moonwalk and Crescent Park, and are the last remnant of an industrial waterfront that once stretched all the way to the Ninth Ward. (As part of the deal, the port will pay to relocate the current tenant.)

In exchange for the wharves, the Port of New Orleans gains control over the New Orleans Public Belt Railroad. Founded in 1908 to give "uniform and impartial" switching and hauling services, the Public Belt connects six Class I railroads and the port across 26 miles of track. Emily Arata, a Public Belt commissioner, described the combination of railroad and port operations as a way to be "highly competitive in a highly competitive industry."

Landrieu, who leaves office in May, had previously floated the idea of privatizing the Public Belt to generate much-needed income. This proposal faced push back from shipping and trucking groups, who worried that a private operator would be more focused on personal profit than quality service. Instead, the swap is, as he described, a "win-win-win for all involved," with the railroad staying impartial, the port priming itself for expansion, and the city gaining more public amenities.

City officials hope to open public access around the wharves in 2018 to coincide with New Orleans's tricentennial celebration.



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