



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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Long Beach, CA 90802

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August 4, 2011

CHAIR AND PLANNING COMMISSIONERSCity of Long Beach
California**RECOMMENDATION:**

Recommend City Council approve an amendment to the Douglas Aircraft Planned Development District (PD-19) to replace the allowance of interim uses to permanent use. (District 5)

APPLICANT: The Boeing Company
c/o Deborah Stanley
2201 Seal Beach Boulevard
Seal Beach, CA 90740
(Application No. 1105-12)

DISCUSSION

The Boeing Company proposes to implement certain changes to the Douglas Aircraft Planned Development District (PD-19) Ordinance (Exhibit A – Location Map). The most recent ordinance amendment was adopted by City Council on January 8, 2008 and included provisions for interim uses on a 10-year basis. Under the current PD-19 Ordinance, interim uses that are referenced include indoor storage, communication services, indoor manufacturing uses, outdoor storage, port-related uses, indoor recreational uses, and entertainment production uses, such as movie and television studios. The provision of these interim uses under a 10-year basis is subject to cause uncertainties regarding the feasibility of desired long-term uses in the area. With respect to PD-19, it has become increasingly difficult to attract and solidify many long-term tenants, based on the ambiguity that is associated with interim standards. The ability of the Boeing Company to market PD-19 as a viable long-term economic commodity is reduced with the uncertainty of how long a space can be occupied. As the most recent ordinance amendment was adopted in 2008, this interim period is already in its third year. The intent of the proposed amendment to the ordinance is to implement specified uses on a continual or permanent basis, in lieu of interim or temporary uses.

Also referenced as interim uses within the existing ordinance is the allowance of certain uses according to the General Industrial (IG) zone. However, the listing of the interim uses in the existing ordinance is vague and further clarification is necessary. In the determination of uses that are appropriate on a continual or permanent basis, the

amended ordinance shall specify which uses in the IG zone are to be excluded from allowance in the PD-19 Ordinance. The IG zone is the least restrictive of the industrial zones and includes uses such as large construction yards with heavy equipment, chemical manufacturing plants, rail yards, and food processing plants. Therefore, it is necessary to specify which uses shall be excluded, in order to clearly show that the amended PD-19 zone shall have more restrictions than that of the IG zone. These uses are indicated within the redline version of the amended ordinance (Exhibit B – Proposed Amendment). They include certain uses such as chemical manufacturing and most transportation related uses.

Uses that require an Administrative Use Permit or Conditional Use Permit within the IG zone will require the same within the PD-19 district.

The amendment also addresses language within the current ordinance regarding trip reduction and traffic mitigations. As has been required by previous iterations of the PD-19 Ordinance, several intersection improvements have been accomplished. There have also been several public right-of-way improvements completed within the adjacent PD-32, Douglas Park Planned Development District. Implementation of the various off-site improvements surrounding the area of the airport has impacted traffic mitigation positively.

As a result, much of the language within the existing PD-19 Ordinance regarding traffic mitigation is no longer applicable, and revisions have been addressed accordingly (Exhibit B – Proposed Amendment).

At the time of adoption of the original PD-19 Ordinance in 1986, aircraft hangar buildings such as the 717 manufacturing facility were in production. The baseline of the 1,014 trip cap is constraining to the potential future uses within the 717 manufacturing facility. The Boeing Company, in order to maintain retroactive credit for trip caps based on square footage of previous uses, including the 717 building, has consulted with staff. Based on variables of Gross Floor Area used by the City Traffic Engineer, a direct correlation can be made to vehicular trips made to and from different sites. It has been determined by certain averaging methodologies that PD-19 generated 5,503 peak hour trips in 1986.

In addition to changes in the language of the document, several exhibits are proposed to be omitted. These exhibits include the C1 building location master plan and proposed intersection improvement projects. The proposed intersection improvements have all been completed and a revised map showing all building locations has been included as Exhibit A of the PD-19 Ordinance.

If PD-19 were amended as recommended, it would create the framework to establish continual or permanent uses that correspond to the industrial zoning districts, while prohibiting the most intensive industrial uses allowed within the IG zone. These uses will be compatible with the surrounding environment and create a nexus within the neighboring community. Therefore, staff requests that the Commission recommend City Council adopt this amendment to PD-19.

PUBLIC HEARING NOTICE

In accordance with the Noticing Requirements of the Zoning Ordinance, a legal notice appeared in the Press Telegram Newspaper on July 18, 2011. Notices were also sent to each of the nine City Council representatives as well as all public libraries. In addition, notices were posted at City Hall.

ENVIRONMENTAL REVIEW

The project has been deemed categorically exempt from further environmental review pursuant to the Guidelines of the California Environmental Quality Act (Exhibit C – Categorical Exemption 11-045).

Respectfully submitted,


DEREK BURNHAM
PLANNING ADMINISTRATOR


AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:DB:CJ
P:\Planning\PC Staff Reports (Pending)\2011\2011-08-04\3855 Lakewood PD-19 – Staff Report – 1105-12:

Attachments: Exhibit A – Location Map
 Exhibit B – Proposed Amendment
 Exhibit C – Categorical Exemption No. 11-045

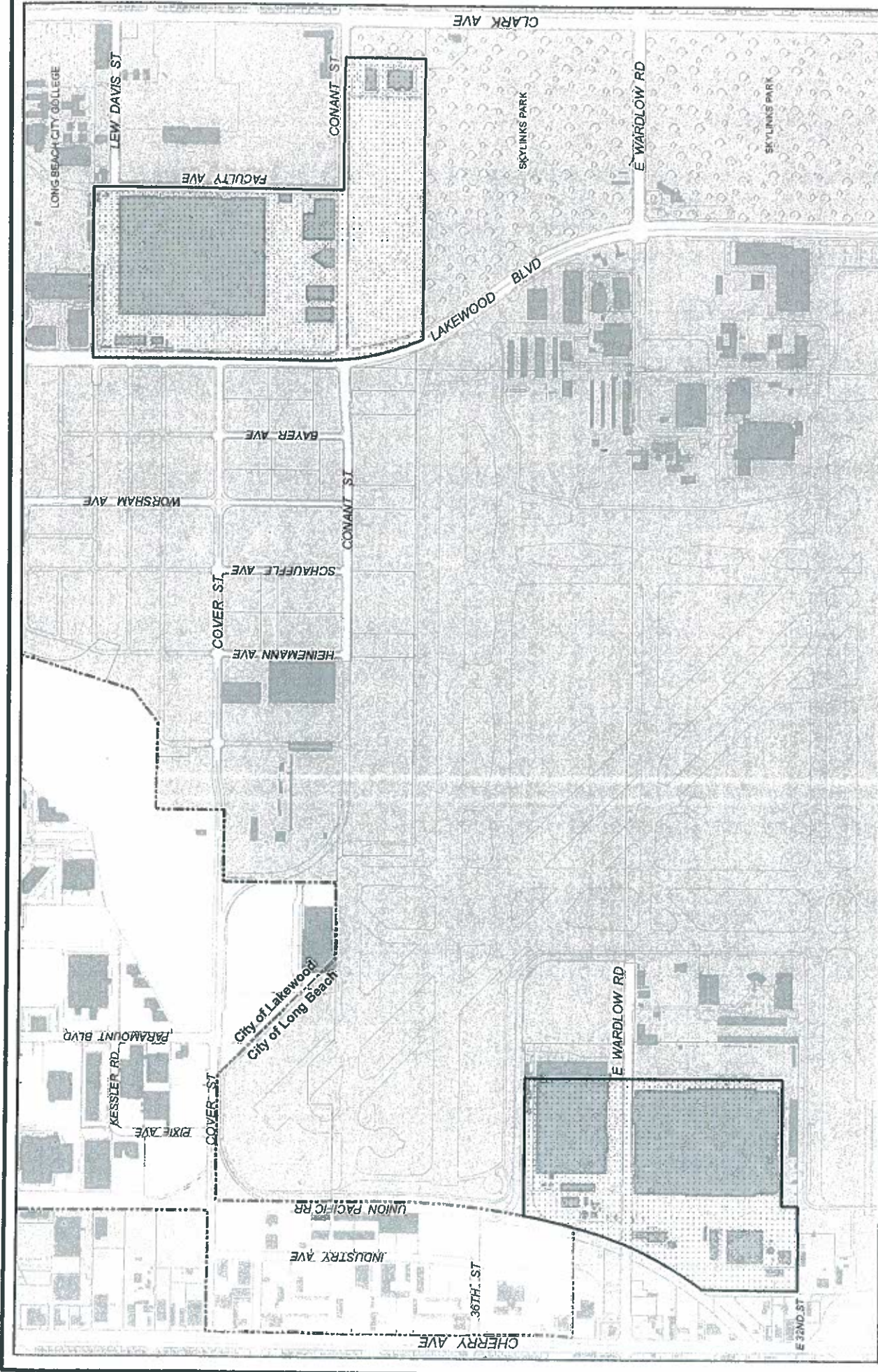
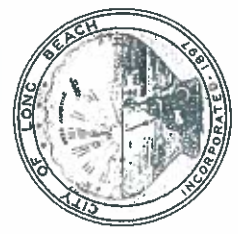


Exhibit A



Subject Property:
 The Douglas Aircraft Planned Development
 District (PD-19)
 Application No. 1105-12
 Council District 5
 Zoning Code : PD-19, IL



ORDINANCE NO. ORD-

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING AND RESTATING THE
DOUGLAS AIRCRAFT PLANNED DEVELOPMENT
DISTRICT (PD-19)

WHEREAS, the Douglas Aircraft Planned Development District (PD-19) established by Ordinance No. C-6255, adopted on May 20, 1986, and amended by Ordinance No. C-6357, adopted March 10, 1987, Ordinance No. C-6596, adopted April 25, 1989, Ordinance No. C-6784, adopted August 28, 1990, Ordinance No. C-6915, adopted August 6, 1991, Ordinance No. C-7957, adopted December 21, 2004, and Ordinance No. ORD-08-0001, adopted January 8, 2008 is hereby amended and restated in its entirety to read as follows:

Section 1. Use District Map. Those portions of Parts 16, 17 and 24, of the Use District Map for the City of Long Beach which are applicable to the subject Planned Development District (PD-19) are attached hereto as Exhibit "A", and by reference made a part of this ordinance and a part of the official Use District Map. Any reference in the Municipal Code of the City of Long Beach to Parts 16, 17 and 24 of said Use District Map shall hereafter relate and apply to said Parts 16, 17 and 24.

Section 2. Establishment of the Douglas Aircraft Planned Development District (PD-19). By this amendment to the Use District Map, the Douglas Aircraft Planned Development District is hereby re-established in Parts 16, 17 and 24 as designated on the attached amendment to Parts 16, 17 and 24. The following Development and Use Standards are hereby adopted and by this reference made a part of the official Use District Map:

DOUGLAS AIRCRAFT PLANNED DEVELOPMENT DISTRICT**PLANNED DEVELOPMENT PLAN (PD-19)**

The intent of this Planned Development Plan is to establish guidelines for the use and development of the Douglas Aircraft facility and for the protection of the Long Beach Environment.

This Planned Development Plan shall consist of the Land Use Plan as designated by the Use District Maps, Use and Development Standards set forth herein and by reference made a part hereof. All development proposals shall be reviewed by the **Development Services** Department Site Plan Review Committee or by the Planning Commission for Site Plan Review to assure consistency with this Planned Development Plan and to assure high quality design and site planning. No deviation from these development standards shall be permitted unless it is found to be consistent with the intent of this plan.

DEVELOPMENT REVIEW PROCEDURES

A. The property owner shall submit a Master Site Plan for Planning Commission approval prior to approval of the first phase or, for projects where the first phase of a new development has already begun, prior to the approval of the building permits for the next building. Such Master Site Plan shall identify the location of each building to be built on the site, the area of the building and the use of each building. The Master Site Plan shall also indicate the overall design character of the site, including unifying architectural and landscape design themes.

B. Each development increment shall be reviewed for Site Plan Review by the Site Plan Review Committee. No building permit shall be issued for any building on the site until a Site Plan Review has been approved, or conditionally approved and all conditions satisfied. Site Plan Review shall review each building project for consistency with the PD requirements and the Master Site Plan, functionality of building layout, consistency with detailed zoning standards and architectural and landscape architectural quality.

C. In addition to the required plot plan, floor plan, elevations and landscape plan, the application for Site Plan Review shall contain an estimate of the peak-hour trips to be generated by the proportion of the full development requested with the application and identification of the Transportation Demand Management (TDM) measures to be taken to reduce the peak-hour trips.

D. In the submission of individual buildings for Site Plan Review, it is recognized that the building sizes may be changed, building locations redistributed or the mix of uses adjusted to meet changing user demands. However, the architectural landscaping and overall design character of the site shall be in substantial conformance to the original Master Site Plan and the intensity of development as measured in trips shall not be changed except by the procedure described later in this PD. Substantial conformance shall be determined by Site Plan Review.

GENERAL USE STANDARDS

1. Uses.

a. The use of the Douglas Aircraft Planned Development District shall include those uses listed below. Further, new development of the site shall be limited to such intensity of development equal to no more than 5503 vehicles trips to and from the site in the peak hour between 4:00 p.m. and 6:00 p.m. and implementation of a Transportation Demand Management Plan that reduces has the goal of reducing exiting work trips generation in the evening peak hour by twenty percent.

~~The intent of this section is to modify the existing PD-19 to allow continual uses (as defined below) on the former Boeing 717 commercial aircraft plant site. Intent is to allow the property owner to derive economic benefits from the property until a master plan for redevelopment of the site is implemented.~~

Purpose: for establishing allowable uses is to respond to these principles:

- Property owners should receive a fair economic return on their properties during the continual use period while a better market for permanent permitted uses develops.
- Allowable uses should not have significant impacts on adjacent residential neighborhoods or on adjoining uses.
- Uses should not have significant visual impacts.

- **Allowable** uses should not have significant security and safety impacts and should not encourage criminal activity, nor create areas of potentially significant criminal activity.

~~Area: North of Conant Street, east of Lakewood Boulevard. This amendment to PD-19 includes the surface parking lot (separate lot) on the south side of Conant Street, east of Lakewood Boulevard.~~

~~Term: The use section of PD-19, and all uses permitted under this amendment shall be allowed indefinitely from the date the City Council approved this amendment.~~

Landscaping: The applicant/property owner shall **maintain** vines or other landscaping for screening purposes along the south property line of the subject site adjacent to Conant Street to the satisfaction of the Director of **Development Services**.

New Construction: **Allowable** uses are as set forth in Table E-1 below and are limited to the reuse of the existing buildings, aircraft hangars and modular buildings except for equipment buildings necessary for operation of the **allowable** uses as approved by the Director of **Development Services**. No demolition of existing permanent **aircraft hanger** buildings will be allowed prior to appropriate environmental review and clearance. **Demolition and replacement of modular buildings and auxiliary buildings with the same square footage and permitted uses will be allowed.** The potentially historic resource, the "Fly DC Jets" sign, shall be retained in place, protected and maintained **as is**. Except as provided above, no new construction rights have been granted or approved under this ordinance **unless undertaken pursuant to the development review procedures set forth herein.**

Procedures: Uses are permitted in accordance with Table E-1. Table E-1 indicates **uses** permitted (Y), not permitted (N), permitted as an Administrative Use Permit (AP), permitted as a Conditional Use Permit (CUP), subject to all development review and other procedures and conditions set forth for such uses in this ordinance.

For uses requiring a CUP or an AUP, approval must be obtained in accordance with the CUP/AUP procedure of the Zoning Regulations as set forth in Section 21.25 of the Long Beach Municipal Code.

TABLE E-1:

- A. Indoor storage (e.g., motor vehicles, recreational vehicles, watercraft (with associated trailers) and recreational trailers (camping, travel) and document storage) – Y subject to the following standards:
1. Indoor storage as a short-term principle use shall be allowed;
 2. Indoor storage as a long-term principal use shall require a CUP;
 3. The short term or hourly parking of automobiles such as a commercial parking lot use is not permitted;
 4. The hours of public access to storage uses shall be limited to 7:00 a.m. to 7:00 p.m.;
 5. Persons shall not be permitted to reside or sleep overnight in recreational vehicles;
 6. Prior to commencing operations, a plan for accessing the site and a security plan for the operation of the storage facility will be submitted for review and approval by the Director of Development Services;
 7. The location of any proposed sewage dump station shall be subject to the review and approval of the Director of Development Services.
- B. Communications services (i.e. SIC Codes 4812, 4813, 4822, 4841) – Y. Communications services such as Radio and Television broadcasting stations (Group 483) and Freestanding cellular and personal communication services shall require a CUP.
- C. Uses consistent with the General Industrial (IG) zoning district – Y/CUP (i.e. if a use requires a CUP/AUP under the IG zone, then it would require a CUP/AUP), with the following exceptions, which shall not be allowed:
- Manufacturing Uses
1. 261 – Pulp Mills
 2. 262 – Paper Mills

3. 263 – Paperboard Mills
 4. 281 – Industrial Inorganic Chemicals
 5. 285 – Paints, Varnishes, Lacquers, Enamels, And Allied Products
 6. 286 – Industrial Organic Chemicals
 7. 287 - Agricultural Chemicals
 8. 289 – Miscellaneous Chemical Products
 9. 291 – Petroleum Refining
 10. 295 – Asphalt Paving And Roofing Materials
 11. 299 – Miscellaneous Products Of Petroleum And Coal (SIC Codes 2992 & 2999)
 12. 492 – Gas Production And Distribution
 13. Major Groups 40-47,49 – Transportation, ~~Communications~~, Electric, Gas, And Sanitary Services
- D. Outdoor storage/uses where such uses are principal – CUP, but if accessory – Y (subject to an approved plan for screening).
- E. ~~Port-related uses~~, Container storage, truck terminals, truck trailer parking **as a principal use** – N
- F. Outdoor Storage, rental and/or sales of equipment, machinery and/or construction materials – CUP.
- G. Indoor Storage, rental and/or sales of equipment, machinery and/or construction materials – AUP.
- H. Indoor recreation uses – CUP.
- I. Entertainment production uses (e.g., movie studio, including production, distribution, education and other related movie and entertainment uses, with accessory food, cafeteria and retail uses (such accessory uses not exceeding 20,000 square feet in the aggregate) – Y.

b. The type and intensity of development indicated above is determined by a specified number of trips per hour in the period of 4:00 p.m. to 6:00 p.m. This number is calculated by multiplying the area in each use by the traffic generation rates as established in the most current edition of the Trip Generation

Manual of the Institute of Traffic Engineering. The number of trips generated by this calculation shall be reduced by the Traffic Demand Management Plan's trip reduction. The resulting figure is then compared to the permitted peak-hour trips.

c. Other combinations or amounts of the uses permitted in this PD, which generate an equal or lesser number of trips per hour in the peak hours, may be substituted for this use allocation, provided that a revised Master Site Plan is approved by the Planning Commission. In calculating the number of trips utilized, all new development within this PD after January 1, 1986, shall be included.

d. Changes in the number of trips allocated may be accomplished in the following ways:

i. Increased development intensity through transfer of trips.

Trips may be transferred between the Airport Area Planned Development District (PD-19:

Douglas Aircraft; PD-23: Douglas Center; PD-12: Long Beach Airport Terminal Area; PD-13: Atlantic Aviation; PD-18: Kilroy Airport Center; PD-9: Airport Business Park; PD-15: Long Beach Business Park; PD-27: Willow Street Center; and PD-28: Pacific Theaters) provided that:

(a) Not more than twenty percent of the originally authorized trips are added to the receiving PD;

(b) The Director of Public Works finds that the transfer will have no significant detrimental effect upon traffic operations in the Airport Area the level of service at any intersection;

(c) The transfer is implemented by approval by the Planning Commission of an amendment to both Master Site Plans to reallocate and document the revised number of trips;

(d) Notice of the Planning Commission hearing for the amendment to the Master Site Plans is sent to all owners and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments;

~~ii. Increased development intensity through added trips. Additional trips beyond the original allocation may be approved provided that:~~

~~(a) The increase will not exceed the original allocation by more than twenty percent;~~

~~(b) The applicant shall pay a trip mitigation fee that is a pro-rata fair share of the costs of the original Traffic Mitigation Program for the additional trips;~~

~~(c) A new analysis of the traffic impacts on all intersections in the Airport Area is undertaken at the expense of the applicant, and such analysis shows no significant detrimental effect upon the level of service at any intersection or the applicant agrees to pay an additional trip mitigation fee equal to all costs of all additional improvements at all intersections necessary to mitigate the degradation of the level of service caused by the increased trips. Degradation of the reduction to level of service is a level of service "E" or "F" unless that level of service was accepted in the original improvement program;~~

~~(d) An amendment to the Master Site Plan shall be required to authorize the additional trip allocation;~~

~~(e) Notice of the amendment to the Master Site Plan hearing is sent to all owners and lessees with an interest recorded on the Tax Assessor's roll in the Airport Area Planned Developments;~~

~~iii. The City will accept applications for modification of development intensity at any time after the Traffic Mitigation Program is through the enactment of necessary ordinances and establishment of the first assessment district. However, an applicant does not receive first priority for utilizing available trips by merely filing an application. Available trips shall be reserved to an applicant only upon the payment of all necessary traffic mitigation fees for the purposed modification. Because the modification process can take many months to complete, the City may also set aside during the modification process the trips which will be utilized if the application is approved providing that both of the following conditions are met:~~

~~(a) The traffic analysis has been completed and the Director of Public Works has prepared an estimate of the necessary traffic mitigation fee; and~~

~~(b) The applicant has made a good-faith deposit with the City of cash or letter of credit equal to ten percent of the estimated traffic mitigation fee which deposit will be forfeited if the applicant does not proceed with the project or does not diligently pursue the application in accordance with a reasonable schedule set forth by the Director of Development Services. If this application is approved and the developer meets all traffic mitigation conditions of approval, the deposit will be refunded or credited toward the traffic mitigation fees at the discretion of the applicant. If the application is denied, the deposit shall be refunded to the applicant.~~

~~iv. If additional trips have been authorized for one developer in the Airport Area and that authorization required intersection improvements above those required by the Traffic Mitigation Program, and subsequently another developer requests authorization for additional trips, and those additional trips are found by the Director of Public Works to not degrade any intersections due to the additional improvements paid for by the first developer, then the Director of Public Works shall require the second developer to reimburse the first developer for a pro-rata fair share of the additional improvement costs. Such fees shall be collected from the second developer according to the procedure established for developer fees in the Traffic Mitigation Program. The Director of Public Works shall then notify the first developer, or the successor-in-interest, of the receipt of the funds and shall authorize disbursement of such funds to the first developer, or successor, upon receipt of documentation from the first developer, or successor, that they had actually expended their share of the funds.~~

2. Road Improvements.

a. Based upon detailed traffic studies and analyses of existing and projected future growth in the Long Beach Airport Area, the City has determined that existing development as of 1986 was adequately served by the existing road system in the area generally at level of service "D" or better. The City has further determined that development since 1986 and projected to full build-out of the area (~~hereinafter referred~~

~~to as "new development" will not generate traffic which cannot be accommodated on the existing road system while maintaining level of service "D". Consequently, the City has developed a list of recommended road improvements, attached hereto as Exhibit B and by reference made a part hereof, which are necessary to generally maintain level of service "D" on all major roads in the area given the projected new development. As these roadway improvements will specifically benefit new development, site plan approval for all new development in the area shall be conditioned upon payment of a fair, pro-rata share of the costs of the needed road improvements through a road impact fee, a benefit assessment district, other appropriate financing mechanisms, or combinations thereof. The pro-rata share of improvement costs shall be based on the number of vehicle trips generated per hour in the P.M. peak hours of 4:00 to 6:00 p.m. and their impact on specific intersections scheduled for improvement.~~

b. A periodic re-evaluation of the Airport Area Planned Development District for the traffic situation may be deemed necessary by the Director of Public Works to ensure that the roadway system is accommodating the trips generated by the PD-19. ~~will be undertaken to ensure all improvements continue to be necessary in the later phases of development.~~

c. As the number of trips utilized in the analysis assumes a twenty percent reduction in the standard number of trips per square foot of use, that if found through evaluation that the roadway system is not accommodating the traffic demand, the Director of Public Works could require the development to participate ~~it is mandatory that an effective trip demand reduction program be incorporated in all development. Thus, each new development is conditioned upon membership~~ in the Long Beach Airport Area Traffic Reduction Association or similar Transportation Demand Management (TDM) program or organization, which is designated to reduce exiting work vehicular traffic generation during the evening peak hour by at least twenty percent. The TDM program must contain provisions that mandate the implementation of the TDM program by all subsequent owners and tenants of the improvements.

d. The program must include specific measures, which in the judgment of the Director of Public Works, are likely to meet the goal, and a monitoring program with an annual report on the success of the program which will be filed with the

City by the developer or any successor-in-interest. This monitoring program shall include the submittal of total employment figures and first shift employment figures for Douglas Aircraft on a quarterly basis; it shall also include an annual report on exiting vehicle trips during the peak-hour period.

e. As a further consideration of Site Plan Review approval, for each building, prior to issuance of a building permit, each development shall be required to provide for all on- and off-site improvements necessary to access and serve that development, including repairing or replacing damaged, deteriorated or missing curbs, gutters, sidewalks, street trees, street lights and roadways, and providing all other improvements necessary as required through Site Plan Review, to provide access to the site.

GENERAL DEVELOPMENT STANDARDS

1. Building Height.

No height limits shall apply except those mandated by the Federal Aviation Administration. Buildings shall be limited to a height that is necessary to meet production demands. Where production demands dictate the construction of tall buildings adjacent to public rights-of-way, such buildings shall be designed not to be visually imposing on adjacent properties. The design shall be controlled through the use of building materials, facade treatments, finish, and landscaping.

2. Building Setbacks and Other Standards Not Specified By This Planned Development Ordinance.

The minimum setbacks shall be as specified by the IG (General Industrial) zoning districts of the Long Beach Zoning Regulations.

3. Accessory and Temporary Structures.

No portable buildings, trailers, or other similar structures shall be permitted without prior written approval of the Department of **Development Services**. Temporary structures as construction trailers and temporary offices may be approved by the Director of **Development Services** during construction only.

4. Signs.

No off-premises signs shall be constructed, installed or maintained. Any signs, banners or like displays which may be placed in or upon any building or structure

so that they are visible from the outside, except those approved by the Department of **Development Services** according to the Zoning Regulations, shall be permitted.

5. Landscaping.

The landscape plan shall emphasize the use of trees and berms in the setback area where new development is adjacent to a minor, secondary, or major highway. Where tall buildings front such rights-of-way, care shall be taken in choosing tree species to mitigate impacts on adjacent properties.

6. Screening.

Areas used for parking, storage, trash or loading shall be screened, modulated or interrupted from view from the streets or adjacent properties to the satisfaction of the Director of **Development Services**. All screening shall be designed and maintained to allow security surveillance.

7. Sidewalks.

Sidewalks shall be provided in locations and lengths satisfactory to the City Engineer as specified during Site Plan Review. An interior walkway system shall be provided throughout the development to encourage access to and from public transportation. Sidewalks shall be a minimum of five feet in width except adjoining the curb where they shall be a minimum of six feet in width.

8. Architectural Standards.

The architecture shall be coordinated in style and use of materials. Where large buildings face public right-of-way, care shall be taken through the use of building materials and color to mitigate impacts on adjacent properties.

Buildings designed with reflective glass having a reflection gradient of .15 or more shall submit reflection studies showing sun and reflection glare patterns and their effect on ground and air transportation. Such studies shall be submitted with each proposed structure to be processed for Site Plan Review. Mirrored reflective glass shall not be used as a major facade element.

9. The developer shall provide any on-and-off-site improvements necessary to service the development as specified by the Director of Public Works. Offsite improvements necessary to serve each development shall be installed or provided for with each development prior to the issuance of a Certificate of Occupancy.

The developer shall replace any public improvement damaged as a result of development of the site.

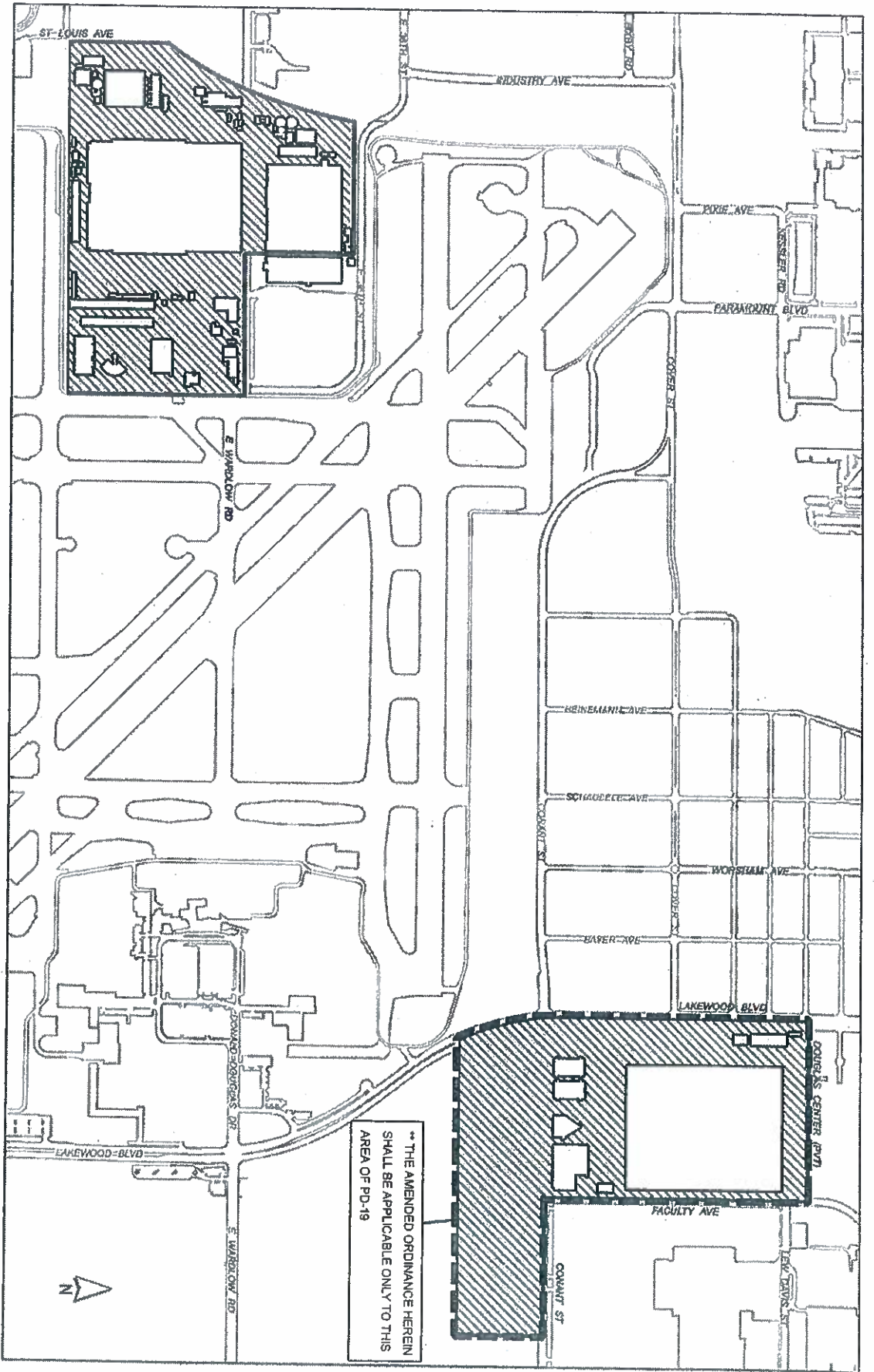
10. Parking.

Parking standards shall be those specified by the Zoning Regulations of the Long Beach Municipal Code.

11. Notice of Site Plan Review.

Notice of any Site Plan Review given pursuant to the requirements of the Douglas Aircraft Planned Development District (PD-19) procedures and standards shall be given by mailing a notice of the time and place of such review to all property owners within three hundred feet of the property included within the project for the Site Plan Review.

Section 3. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three (3) conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the Mayor.



** THE AMENDED ORDINANCE HEREIN SHALL BE APPLICABLE ONLY TO THIS AREA OF PD-19



PD - 19

AMENDMENT TO A PORTION OF PART 16, 17, & 24
OF THE USE DISTRICT MAP

ORDINANCE NO. ORD

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING AND RESTATING THE
DOUGLAS AIRCRAFT PLANNED DEVELOPMENT
DISTRICT (PD-19)

WHEREAS, the Douglas Aircraft Planned Development District (PD-19) established by Ordinance No. C-6255, adopted on May 20, 1986, and amended by Ordinance No. C-6357, adopted March 10, 1987, Ordinance No. C-6596, adopted April 25, 1989, Ordinance No. C-6784, adopted August 28, 1990, Ordinance No. C-6915, adopted August 6, 1991, Ordinance No. C-7957, adopted December 21, 2004, and Ordinance No. ORD-08-0001, adopted January 8, 2008 is hereby amended and restated in its entirety to read as follows:

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DOUGLAS AIRCRAFT PLANNED DEVELOPMENT DISTRICT
PLANNED DEVELOPMENT PLAN (PD-19)

The intent of this Planned Development Plan is to establish guidelines for the use and development of the Douglas Aircraft facility and for the protection of the Long Beach Environment.

This Planned Development Plan shall consist of the Land Use Plan as designated by the Use District Maps, Use and Development Standards set forth herein and by reference made a part hereof. All development proposals shall be reviewed by the Development Services Department Site Plan Review Committee or by the Planning Commission for Site Plan Review to assure consistency with this Planned Development Plan and to assure high quality design and site planning. No deviation from these development standards shall be permitted unless it is found to be consistent with the intent of this plan.

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GENERAL USE STANDARDS

1. Uses.

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Purpose: for establishing allowable uses is to respond to these principles:

- Property owners should receive a fair economic return on their properties during the continual use period while a better market for permanent permitted uses develops.
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- Uses should not have significant visual impacts.
- Allowable uses should not have significant security and safety impacts and should not encourage criminal activity, nor create areas of potentially significant criminal activity.

Landscaping: The applicant/property owner shall maintain vines or other landscaping for screening purposes along the south property line of the subject site adjacent to Conant Street to the satisfaction of the Director of Development Services.

New Construction: Allowable uses are as set forth in Table E-1 below and are limited to the reuse of the existing buildings, aircraft hangars and modular buildings except for equipment buildings necessary for operation of the allowable uses as approved by the Director of Development Services. No demolition of existing permanent aircraft hanger buildings will be allowed prior to appropriate environmental review and clearance. Demolition and replacement of modular buildings and auxiliary buildings with the same square footage and permitted uses will be allowed. The potentially historic resource, the "Fly DC Jets" sign, shall be retained in place, protected and maintained as is. Except as provided above, no new construction rights have been granted or approved under this ordinance unless undertaken pursuant to the development review procedures set forth herein.

Procedures: Uses are permitted in accordance with Table E-1. Table E-1 indicates uses permitted (Y), not permitted (N), permitted as an Administrative Use Permit (AP), permitted as a Conditional Use Permit (CUP), subject to all development review and other procedures and conditions set forth for such uses in this ordinance.

For uses requiring a CUP or an AUP, approval must be obtained in accordance with the CUP/AUP procedure of the Zoning Regulations as set forth in Section 21.25 of the Long Beach Municipal Code.

TABLE E-1:

- A. Indoor storage (e.g., motor vehicles, recreational vehicles, watercraft (with associated trailers) and recreational trailers (camping, travel) and document storage) – Y subject to the following standards:
1. Indoor storage as a short-term principle use shall be allowed;
 2. Indoor storage as a long-term principal use shall require a CUP;

3. The short term or hourly parking of automobiles such as a commercial parking lot use is not permitted;
 4. The hours of public access to storage uses shall be limited to 7:00 a.m. to 7:00 p.m.;
 5. Persons shall not be permitted to reside or sleep overnight in recreational vehicles;
 6. Prior to commencing operations, a plan for accessing the site and a security plan for the operation of the storage facility will be submitted for review and approval by the Director of Development Services;
 7. The location of any proposed sewage dump station shall be subject to the review and approval of the Director of Development Services.
- B. Communications services (i.e. SIC Codes 4812, 4813, 4822, 4841) – Y. Communications services such as Radio and Television broadcasting stations (Group 483) and Freestanding cellular and personal communication services shall require a CUP.
- C. Uses consistent with the General Industrial (IG) zoning district – Y/CUP (i.e. if a use requires a CUP/AUP under the IG zone, then it would require a CUP/AUP), with the following exceptions, which shall not be allowed:

Manufacturing Uses

1. 261 – Pulp Mills
2. 262 – Paper Mills
3. 263 – Paperboard Mills
4. 281 – Industrial Inorganic Chemicals
5. 285 – Paints, Varnishes, Lacquers, Enamels, And Allied Products
6. 286 – Industrial Organic Chemicals
7. 287 - Agricultural Chemicals
8. 289 – Miscellaneous Chemical Products
9. 291 – Petroleum Refining
10. 295 – Asphalt Paving And Roofing Materials
11. 299 – Miscellaneous Products Of Petroleum And Coal (SIC Codes 2992 & 2999)

12. 492 – Gas Production And Distribution

13. Major Groups 40-47,49 – Transportation, Electric,
Gas, And Sanitary Services

- D. Outdoor storage/uses where such uses are principal – CUP, but if accessory – Y (subject to an approved plan for screening).
- E. Container storage, truck terminals, truck trailer parking as a principal use – N
- F. Outdoor Storage, rental and/or sales of equipment, machinery and/or construction materials – CUP.
- G. Indoor Storage, rental and/or sales of equipment, machinery and/or construction materials – AUP.
- H. Indoor recreation uses – CUP.
- I. Entertainment production uses (e.g., movie studio, including production, distribution, education and other related movie and entertainment uses, with accessory food, cafeteria and retail uses (such accessory uses not exceeding 20,000 square feet in the aggregate) – Y.

b. The type and intensity of development indicated above is determined by a specified number of trips per hour in the period of 4:00 p.m. to 6:00 p.m. This number is calculated by multiplying the area in each use by the traffic generation rates as established in the most current edition of the Trip Generation Manual of the Institute of Traffic Engineering. The number of trips generated by this calculation shall be reduced by the Traffic Demand Management Plan's trip reduction. The resulting figure is then compared to the permitted peak-hour trips.

c. Other combinations or amounts of the uses permitted in this PD, which generate an equal or lesser number of trips per hour in the peak hours, may be substituted for this use allocation, provided that a revised Master Site Plan is approved by the Planning Commission. In calculating the number of trips utilized, all new development within this PD after January 1, 1986, shall be included.

d. Changes in the number of trips allocated may be accomplished in

the following ways:

- i. Increased development intensity through transfer of trips.

Trips may be transferred between the Airport Area Planned Development District (PD-19:

Douglas Aircraft; PD-23: Douglas Center; PD-12: Long Beach Airport Terminal Area; PD-13: Atlantic Aviation; PD-18: Kilroy Airport Center; PD-9: Airport Business Park; PD-15: Long Beach Business Park; PD-27: Willow Street Center; and PD-28: Pacific Theaters) provided that:

- (a) Not more than twenty percent of the originally authorized trips are added to the receiving PD;

- (b) The Director of Public Works finds that the transfer will have no significant detrimental effect upon traffic operations in the Airport Area the level of service at any intersection;

- (c) The transfer is implemented by approval by the Planning Commission of an amendment to both Master Site Plans to reallocate and document the revised number of trips;

- (d) Notice of the Planning Commission hearing for the amendment to the Master Site Plans is sent to all owners and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments;

2. Road Improvements.

- a. Based upon detailed traffic studies and analyses of existing and projected future growth in the Long Beach Airport Area, the City has determined that existing development as of 1986 was adequately served by the existing road system in the area generally at level of service "D" or better. The City has further determined that development since 1986 and projected to full build-out of the area will not generate traffic which cannot be accommodated on the existing road system while maintaining level of service "D".

- b. A periodic re-evaluation of the Airport Area Planned Development District for the traffic situation may be deemed necessary by the Director of Public

Works to ensure that the roadway system is accommodating the trips generated by the PD-19.

c. As the number of trips utilized in the analysis assumes a twenty percent reduction in the standard number of trips per square foot of use, that if found through evaluation that the roadway system is not accommodating the traffic demand, the Director of Public Works could require the development to in the Long Beach Airport Area Traffic Reduction Association or similar Transportation Demand Management (TDM) program or organization, which is designated to reduce exiting work vehicular traffic generation during the evening peak hour by at least twenty percent. The TDM program must contain provisions that mandate the implementation of the TDM program by all subsequent owners and tenants of the improvements.

d. The program must include specific measures, which in the judgment of the Director of Public Works, are likely to meet the goal, and a monitoring program with an annual report on the success of the program which will be filed with the City by the developer or any successor-in-interest. This monitoring program shall include the submittal of total employment figures and first shift employment figures for Douglas Aircraft on a quarterly basis; it shall also include an annual report on exiting vehicle trips during the peak-hour period.

e. As a further consideration of Site Plan Review approval, for each building, prior to issuance of a building permit, each development shall be required to provide for all on- and off-site improvements necessary to access and serve that development, including repairing or replacing damaged, deteriorated or missing curbs, gutters, sidewalks, street trees, street lights and roadways, and providing all other improvements necessary as required through Site Plan Review, to provide access to the site.

GENERAL DEVELOPMENT STANDARDS

1. Building Height.

No height limits shall apply except those mandated by the Federal Aviation Administration. Buildings shall be limited to a height that is necessary to meet production demands. Where production demands dictate the construction of tall buildings adjacent to public rights-of-way, such buildings shall be designed not to be

visually imposing on adjacent properties. The design shall be controlled through the use of building materials, facade treatments, finish, and landscaping.

2. Building Setbacks and Other Standards Not Specified By This Planned Development Ordinance.

The minimum setbacks shall be as specified by the IG (General Industrial) zoning districts of the Long Beach Zoning Regulations.

3. Accessory and Temporary Structures.

No portable buildings, trailers, or other similar structures shall be permitted without prior written approval of the Department of Development Services. Temporary structures as construction trailers and temporary offices may be approved by the Director of Development Services during construction only.

4. Signs.

No off-premises signs shall be constructed, installed or maintained. Any signs, banners or like displays which may be placed in or upon any building or structure so that they are visible from the outside, except those approved by the Department of Development Services according to the Zoning Regulations, shall be permitted.

5. Landscaping.

The landscape plan shall emphasize the use of trees and berms in the setback area where new development is adjacent to a minor, secondary, or major highway. Where tall buildings front such rights-of-way, care shall be taken in choosing tree species to mitigate impacts on adjacent properties.

6. Screening.

Areas used for parking, storage, trash or loading shall be screened, modulated or interrupted from view from the streets or adjacent properties to the satisfaction of the Director of Development Services. All screening shall be designed and maintained to allow security surveillance.

7. Sidewalks.

Sidewalks shall be provided in locations and lengths satisfactory to the City Engineer as specified during Site Plan Review. An interior walkway system shall be provided throughout the development to encourage access to and from public transportation.

Sidewalks shall be a minimum of five feet in width except adjoining the curb where they shall be a minimum of six feet in width.

8. Architectural Standards.

The architecture shall be coordinated in style and use of materials. Where large buildings face public right-of-way, care shall be taken through the use of building materials and color to mitigate impacts on adjacent properties.

Buildings designed with reflective glass having a reflection gradient of .15 or more shall submit reflection studies showing sun and reflection glare patterns and their effect on ground and air transportation. Such studies shall be submitted with each proposed structure to be processed for Site Plan Review. Mirrored reflective glass shall not be used as a major facade element.

9. The developer shall provide any on-and-off-site improvements necessary to service the development as specified by the Director of Public Works. Offsite improvements necessary to serve each development shall be installed or provided for with each development prior to the issuance of a Certificate of Occupancy. The developer shall replace any public improvement damaged as a result of development of the site.

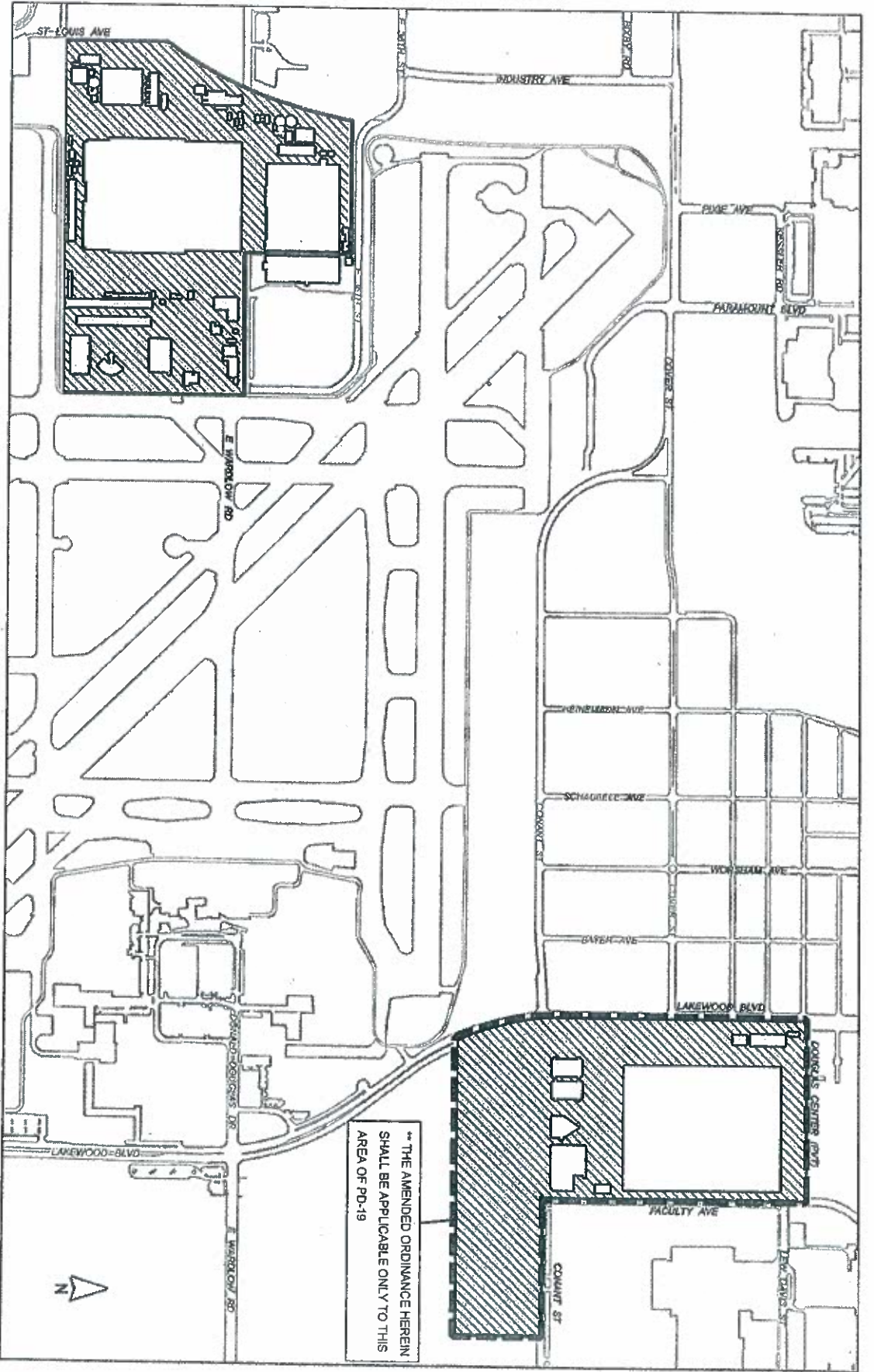
10. Parking.

Parking standards shall be those specified by the Zoning Regulations of the Long Beach Municipal Code.

11. Notice of Site Plan Review.

Notice of any Site Plan Review given pursuant to the requirements of the Douglas Aircraft Planned Development District (PD-19) procedures and standards shall be given by mailing a notice of the time and place of such review to all property owners within three hundred feet of the property included within the project for the Site Plan Review.

Section 3. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three (3) conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the Mayor.



PD - 19

**AMENDMENT TO A PORTION OF PART 16, 17, & 24
OF THE USE DISTRICT MAP**



CITY OF LONG BEACH NOTICE OF EXEMPTION

DEPARTMENT OF DEVELOPMENT SERVICES
333 W. OCEAN BLVD., 5TH FLOOR, LONG BEACH, CA 90802
(562) 570-6194 FAX: (562) 570-6068
lbs.longbeach.gov

TO: Office of Planning & Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

FROM: Department of Development Services
333 W. Ocean Blvd, 5th Floor
Long Beach, CA 90802

L.A. County Clerk
Environmental Fillings
12400 E. Imperial Hwy. 2nd Floor, Room 2001
Norwalk, CA 90650

Categorical Exemption CE- 11-045

Project Location/Address: 3855 Lakewood Blvd

Project/Activity Description: An amendment to the Douglas Aircraft Planned Development District (PD-19) to replace the allowance of interim uses to permanent uses

Public Agency Approving Project: **City of Long Beach, Los Angeles County, California**

Applicant Name: Deborah Stanley, The Boeing Company

Mailing Address: _____

Phone Number: _____ Applicant Signature: _____

BELOW THIS LINE FOR STAFF USE ONLY

Application Number: 1105-12 Planner's Initials: CS

Required Permits: _____

THE ABOVE PROJECT HAS BEEN FOUND TO BE EXEMPT FROM CEQA IN ACCORDANCE WITH STATE GUIDELINES SECTION 15305, Class 5, Minor Alterations in Land Use Limitations

Statement of support for this finding: Minor changes to interim land use classifications in PD-19 district.

Contact Person: Craig Chaffant Contact Phone: 562-570-6368

Signature: [Signature] Date: 7/25/11