

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

H-1

333 West Ocean Blvd., 4th Floor Long Beach, CA 90802 (562) 570-6428 Fax: (562) 570-6205

December 6, 2011

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive the supporting documentation into the record, conclude the public hearing and declare the Ordinance amending the Douglas Aircraft Planned Development District (PD-19), relating to the allowance of permanent uses in replacement of interim uses, read the first time and laid over to the next regular meeting of the City Council for final reading. (District 5)

DISCUSSION

In January 2008, the City Council adopted an amended Ordinance to allow interim uses within the Douglas Aircraft Planned Development District (PD-19). The uses specified within the amended Ordinance were to be based on a 10 year, temporary basis. The uses referenced on the interim basis were applicable to the portion of PD-19 east of Lakewood Boulevard, at the site of the former 717 Aircraft manufacturing facility. They included indoor storage, communication services, indoor manufacturing uses, outdoor storage, port-related uses and entertainment production uses, such as movie and television studios.

On November 3, 2011, the Planning Commission considered an updated text amendment request to implement changes in the language of the PD-19 Ordinance to replace the allowance of some of the interim uses to permanent uses (Exhibit A – Planning Commission Staff Report). After brief consideration, the Planning Commission unanimously voted to recommend approval of the request to City Council.

The subject subarea is located on the east side of Lakewood Boulevard, just south of Carson Street, and also includes the area directly west of the airport. It is the site of the former 717 Aircraft manufacturing facility, and also includes the adjacent parking lot directly to the south of Conant Street. While PD-19 also includes the area of the C17 west airport facility, no changes are proposed at the C17 site, or that subarea (Exhibit B – Location Map).

The Boeing Company is proposing the amendment to eliminate the uncertainty associated with interim uses within PD-19. An updated Ordinance allowing permanent uses for the 717 site is expected to solidify the market for long-term economic interests with potential tenants. As the most recent amendment was adopted in 2008, the interim period is in its third year. The current PD-19 Ordinance references manufacturing use standards that are

correspondence with the use standards of the IG zone, the amended document shall include definitive language that clarifies specifically which of those standards will also be applicable within PD-19. As the IG zone includes some of the most intensive uses allowed within the City, attention has been given to the exclusion of certain trucking, storage and manufacturing uses that are less appropriate within PD-19. As indicated in the redline version of the amended Ordinance, uses that require an Administrative Use Permit or Conditional Use Permit within the IG zone will require the same within the PD-19 district.

In addition to the changes in use standards, the amended Ordinance also addresses the language regarding trip reduction and traffic mitigations. Previous iterations of the PD-19 Ordinance have required several intersection and public right-of-way improvements to be accomplished. These tasks have been fulfilled, and therefore, language relating to traffic mitigations is no longer applicable.

The original PD-19 Ordinance was adopted in 1986, when the 717 manufacturing facility was in full production. In order for the Boeing Company to maintain retroactive credit for trip caps based on square footage of previous uses, staff has used certain averaging methodologies to determine that PD-19 generated 5,503 peak hour trips in 1986. Amended language has been updated accordingly. The Planning Commission has determined that the proposed PD-19 Ordinance amendment would create the framework to establish long-term continual uses corresponding to the industrial zoning districts, while also restricting the most intensive uses of the IG zone. Therefore, staff recommends that the City Council concur with the request to amend the PD-19 Ordinance to replace the allowance of interim uses with permanent uses.

This matter was reviewed by Assistant City Attorney Michael Mais on November 15, 2011 and by Budget Management Officer Victoria Bell on November 14, 2011.

TIMING CONSIDERATIONS

The Municipal Code requires City Council action within 60 days of positive action by the Planning Commission, which took place on November 3, 2011.

FISCAL IMPACT

There is no fiscal impact and no local job impact as a result of the recommended action.

SUGGESTED ACTION:

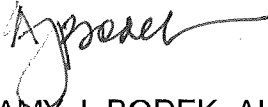
Approve recommendation.

HONORABLE MAYOR AND CITY COUNCIL

December 6, 2011

Page 3 of 3

Respectfully submitted,



AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

APPROVED:


PATRICK H. WEST
CITY MANAGER

AJB:DB:CJ

P:\Planning\City Council Items (Pending)\Council Letters\2011-10-04\CouncilLetter 1105-12 for 2011-12-06.doc

Attachments: EXHIBIT A- November 3, 2011 Planning Commission Staff Report
EXHIBIT B- Location Map
City Council Ordinance
City Council Ordinance Redline Version



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5th Floor

Long Beach, CA 90802

(562) 570-6194

FAX (562) 570-6068

November 3, 2011

CHAIR AND PLANNING COMMISSIONERS
City 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

On August 4, 2011, the Planning Commission considered an updated text amendment request to implement changes in the language of the PD-19 Ordinance to replace the allowance of interim uses to permanent uses (Exhibit A – Planning Commission Staff Report). After brief consideration, the Planning Commission unanimously voted to recommend approval of the request to City Council.

Since that time, upon further consideration by staff, it has been determined that more changes to the PD-19 Ordinance are appropriate. In keeping with the goals of establishing permanent uses to replace interim uses, solidifying the market for long-term economic interests is a major goal of the proposed amendments. As the current PD-19 Ordinance references indoor and outdoor storage uses, staff has considered the viability of these uses as economic stimulants. As Douglas Park and the PD-19 Planned Development District are considered one of the city's major business and economic centers, staff has determined that storage uses are not conducive to job creation opportunities and economic vitality. The Douglas Park and PD-19 areas are envisioned with long term uses that will offer more opportunities for jobs, such as business parks and retail and commercial uses.

Therefore, staff is proposing to further amend the current PD-19 Ordinance to omit indoor and outdoor storage as allowable or discretionarily permitted uses. This would create the framework to allow PD-19 to be marketed and used as a viable long-term economic commodity, in addition to prohibiting the most intensive industrial uses allowable in other

CHAIR AND PLANNING COMMISSIONERS

November 3, 2011

Page 2 of 2

areas of the city. Staff requests that the Commission recommend City Council adopt this amendment to the PD-19 Ordinance.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Derek Burnham', with a stylized flourish extending to the right.

DEREK BURNHAM
PLANNING ADMINISTRATOR

A handwritten signature in black ink, appearing to read 'Amy J. Bodek', with a stylized flourish extending to the right.

AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:DB:CJ

P:\Planning\PC Staff Reports (Pending)\2011\2011-11-03\3855 Lakewood PD-19 – Staff Report – 1105-12(2)

Attachment: Exhibit A – August 4, 2011 Planning Commission Staff Report

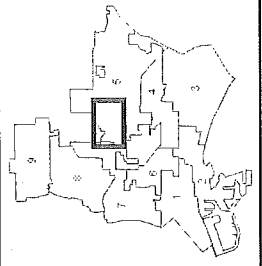
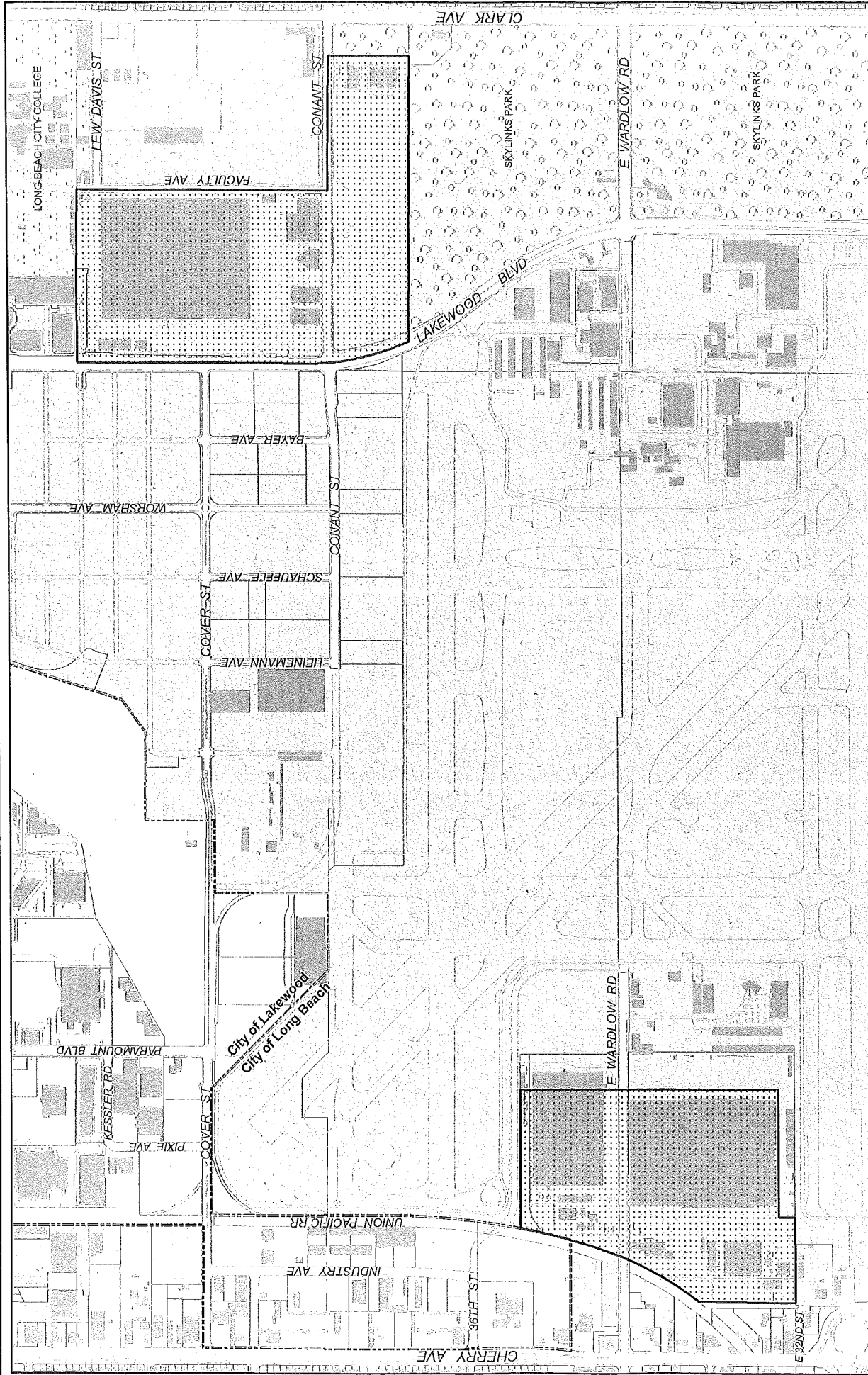
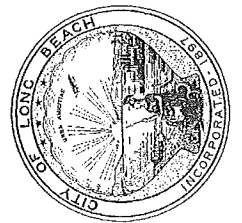


Exhibit B



Subject Property:

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



ORDINANCE NO.

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, by Ordinance No. C-7957, adopted December 21, 2004, and by 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 this by reference made a part of this ordinance and a part of the official Use District Map.

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:

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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.

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

1 quality.

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

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

14 **GENERAL USE STANDARDS**

15 1. Uses.

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

22 Purpose: To establish allowable uses in accordance with the following
23 principles:

24 Property owners should receive a fair economic return on their properties
25 during the continual use period.

26 Allowable uses should not have significant impacts on adjacent residential
27 neighborhoods or on adjoining uses.

28 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 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 the following list which 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.

A. 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
6 Products
7. 286 – Industrial Organic Chemicals
8. 287 - Agricultural Chemicals
9. 289 – Miscellaneous Chemical Products
10. 291 – Petroleum Refining
11. 295 – Asphalt Paving and Roofing Materials
12. 299 – Miscellaneous Products of Petroleum and Coal (SIC
13 Codes 2992 & 2999)
14. 492 – Gas Production and Distribution
15. Major Groups 40-47, 49 – Transportation, Electric, Gas, and
16 Sanitary Services.
17. Trucking.
18. General Warehouse and Storage.
- 19 B. Communications services (i.e. SIC Codes 4812, 4813, 4822, 4841) –
- 20 Y. Communications services such as Radio and Television broadcasting stations (Group
- 21 483) and Freestanding cellular and personal communication services shall require a
- 22 CUP.
- 23 C. Indoor recreation uses – CUP.
- 24 D. Entertainment production uses (e.g., movie studio, including
- 25 production, distribution, education and other related movie and entertainment uses), with
- 26 accessory food, cafeteria and retail uses (such accessory uses not exceeding 20,000
- 27 square feet in the aggregate) – Y.
- 28 b. The type and intensity of development indicated above is

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

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

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

14 (1) Increased development intensity through transfer of
15 trips.

16 Trips may be transferred between the Airport Area Planned Development
17 District PD-19: Douglas Aircraft; PD-23: Douglas Center; PD-12: Long Beach Airport
18 Terminal Area; PD-13: Atlantic Aviation; PD-18: Kilroy Airport Center; PD-9: Airport
19 Business Park; PD-15: Long Beach Business Park; PD-27: Willow Street Center; and
20 PD-28: Pacific Theaters) provided that:

21 (a) Not more than twenty percent (20%) of the originally
22 authorized trips are added to the receiving PD;

23 (b) The Director of Public Works finds that the transfer will
24 have no significant detrimental effect upon traffic operations in the Airport Area;

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

28 (d) Notice of the Planning Commission hearing for the

1 amendment to the Master Site Plans is sent to all owners and lessees, with an interest
2 recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments.

3 2. Road Improvements.

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

11 b. A periodic re-evaluation of the Airport Area Planned
12 Development District for the traffic situation may be deemed necessary by the Director of
13 Public Works to ensure that the roadway system is accommodating the trips generated
14 by the PD-19.

15 c. As the number of trips utilized in the analysis assumes a
16 twenty percent (20%) reduction in the standard number of trips per square foot of use,
17 that if found through evaluation that the roadway system is not accommodating the traffic
18 demand, the Director of Public Works could require the development to participate in the
19 Long Beach Airport Area Traffic Reduction Association or similar Transportation Demand
20 Management (TDM) program or organization, which is designated to reduce exiting work
21 vehicular traffic generation during the evening peak hour by at least twenty percent
22 (20%). The TDM program must contain provisions that mandate the implementation of
23 the TDM program by all subsequent owners and tenants of the improvements.

24 d. The program must include specific measures, which in the
25 judgment of the Director of Public Works, are likely to meet the twenty percent reduction
26 goal, and a monitoring program with an annual report on the success of the program
27 which will be filed with the City by the developer or any successor-in-interest. This
28 monitoring program shall include the submittal of total employment figures and first shift

1 employment figures for Douglas Aircraft on a quarterly basis; it shall also include an
2 annual report on exiting vehicle trips during the peak-hour period.

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

10 GENERAL DEVELOPMENT STANDARDS

11 1. Building Height.

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

18 2. Building Setbacks and Other Standards Not Specified By This 19 Planned Development Ordinance.

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

22 3. Accessory and Temporary Structures.

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

27 4. Signs.

28 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 (5') in width except adjoining the curb where they shall be a minimum of six feet (6') 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.

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

7 10. Parking.

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

10 11. Notice of Site Plan Review.

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

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

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I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 20__ by the following vote:

Ayes: Councilmembers: _____

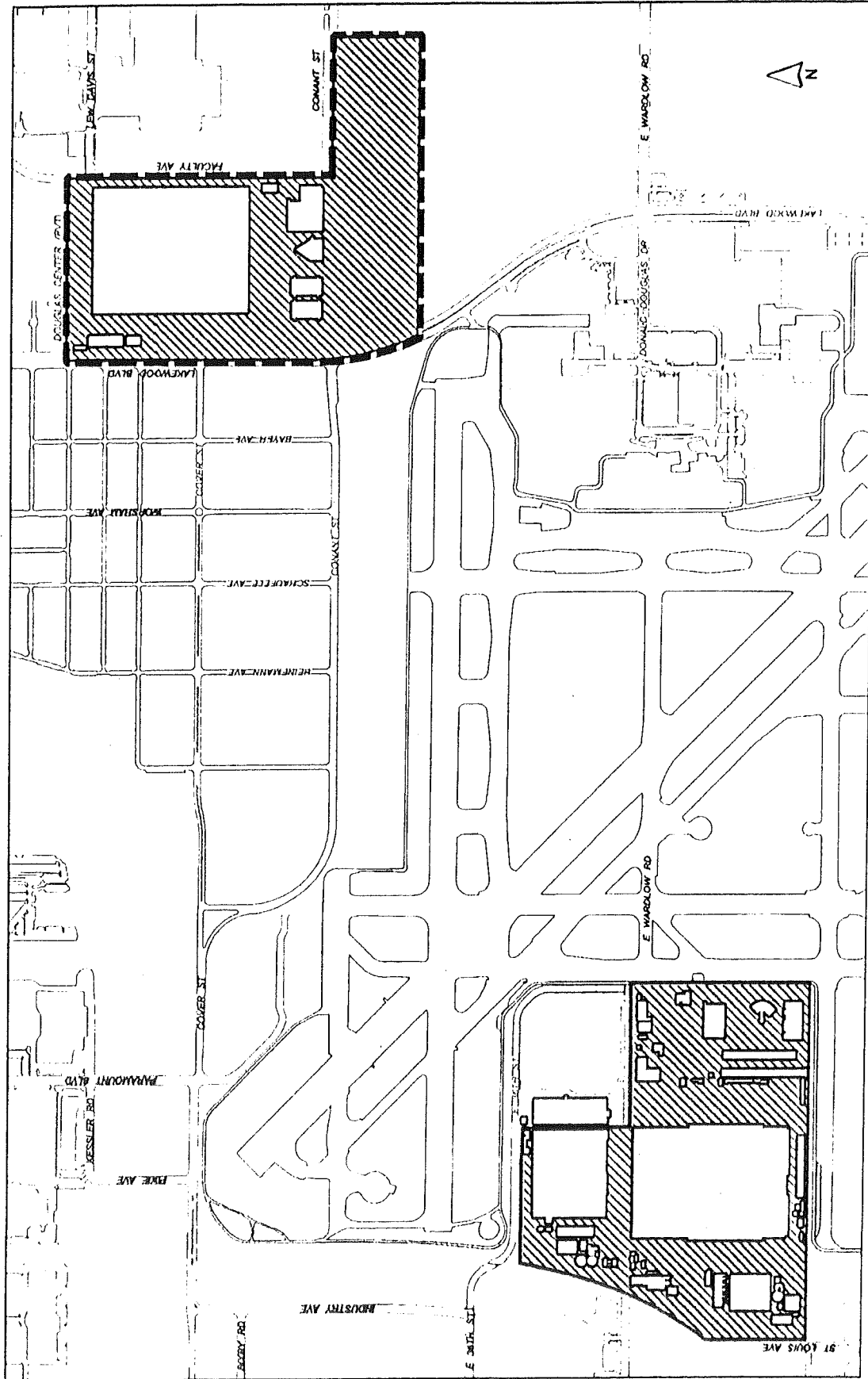
Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

Approved: _____
(Date)

Mayor



 **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:

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 ~~Master Plan attached hereto as Exhibit "C"~~ and by reference made a part hereof. All development proposals shall be reviewed by the ~~Planning and Building 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 be ~~office, research and development and aircraft manufacturing and fixed base operations~~ include those uses listed below. Further, new development of the site shall be limited to such intensity of development as is equal to no more than 4014 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 below 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 the following list, which 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.

- 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 principal 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.~~

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
14. Trucking.
15. General Warehouse and Storage.

B. Communications services (i.e. storage of servers)—Y. (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~~

- ~~46.261 — Pulp Mills~~
- ~~47.262 — Paper Mills~~
- ~~48.263 — Paperboard Mills~~
- ~~49.281 — Industrial Inorganic Chemicals~~
- ~~20.285 — Paints, Varnishes, Lacquers, Enamels, And Allied Products~~
- ~~21.286 — Industrial Organic Chemicals~~
- ~~22.287 — Agricultural Chemicals~~
- ~~23.289 — Miscellaneous Chemical Products~~
- ~~24.291 — Petroleum Refining~~
- ~~25.295 — Asphalt Paving And Roofing Materials~~

~~26. 299 — Miscellaneous Products Of Petroleum And Coal (SIC Codes
— 2992 & 2999)~~

~~27. 492 — Gas Production And Distribution~~

~~28. 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.C. Indoor recreation uses — CUP.~~

~~I.D. 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 (20%) 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 (20%). 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 (5') in width except adjoining the curb where they shall be a minimum of six feet (6') 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.