



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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Long Beach, CA 90802

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July 17, 2014

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Approve the Resolution Certifying Environmental Impact Report No. 02-13 in accordance with Section 15204 of the CEQA Guidelines; and approve a Tentative Parcel Map No. 72504 to create three parcels of the following sizes: 7.033 acres, 5.372 acres and 12.422 acres; and approve a Site Plan Review for the construction of three new industrial buildings with the following square footages: 140,218 square feet, 114,494 square feet and 228,126 square feet located at 4350 Conant Street in the Douglas Aircraft Planned Development District (PD-19). (District 5)

APPLICANT: Sares/Regis Group
c/o Patrick Russell
18802 Bardeen Avenue
Irvine, CA 92612
(Application No. 1309-11)

DISCUSSION

The project site, known as Lot D of the Douglas Aircraft Planned Development District Ordinance (PD-19), is located on the east side of Lakewood Boulevard, just south of Conant Street (Exhibit A – Location Map). This 25-acre parcel, situated to the south of the former Boeing 717 aircraft manufacturing facility, has been used exclusively for surface lot parking for nearby buildings for several years. The proposed project consists of a Parcel Map to subdivide the site into three separate parcels (7.033 acres, 5.372 acres and 12.422 acres) and a Site Plan Review to construct three new industrial buildings of 140,218 square feet, 114,494 square feet, and 228,126 square feet, respectively (one building for each new parcel) (Exhibit B – Plans & Photos).

PD-19 consists of two distinct sites: The site of the former 717 Aircraft Manufacturing Facility and adjacent parking lot (eastern portion); and the site of the former C-17 Aircraft Manufacturing Facility (western portion). The former 717 site and adjacent parking lot is bounded on the south by the Skylinks Golf Course of Long Beach, on the west by Lakewood Boulevard and the Douglas Park Planned Development District (PD-32), on the north by Carson Street and on the east by Faculty Avenue. This portion of PD-19 had not seen any long-term principal uses since 2006, when production of the 717 aircraft ceased. As the former 717 facility has now been leased by Mercedes Benz (from Sares/Regis Group), and is currently being developed as a regional vehicle testing and preparation

center, the opportunity for the subject site (Lot D) to also be developed has been made available.

In December 2011, the City Council adopted an amendment to PD-19, to replace verbiage referencing temporary or interim uses with verbiage specifying permanent uses. The amended Ordinance specified that certain uses would not be allowed in the future, including heavy manufacturing, trucking and storage and warehouse uses. The PD-19 amendment also addressed language within the previous ordinance regarding trip reduction and traffic mitigations. The original PD-19 Ordinance was adopted in 1986, when the 717 manufacturing facility was in full production. A baseline of 5053 peak hour trips is used to determine the total square footage of allowable uses that can be operational within the PD-19 site.

The applicant is proposing to subdivide Lot D into three separate parcels and construct a new industrial building for each parcel. The new industrial buildings will be a continuation of the Pacific Pointe North and South developments (Buildings 1-8) recently completed within the Douglas Park Planned Development District (PD-32) located on the west side of Lakewood Boulevard. Hence, Pacific Pointe East is proposed as follows: Building 9 will be 140,218 square feet at 4350 Conant Street; Building 10 will be 114,494 square feet at 4600 Conant Street; and Building 11 will be 228,126 square feet at 4800 Conant Street. The project will also consist of 769 parking spaces. Current code requires a total of 760 parking spaces.

The PD-19 Ordinance does not contain specific design guidelines and development standards for which new construction projects must comply. Therefore, in continuing the quality of design exhibited in Pacific Pointe North and South within PD-32, the applicant has proposed the implementation of similar characteristics for Pacific Pointe East. Pacific Pointe East will create synergy along Conant Street and serve as an extension of the recently completed Pacific Pointe South project located west of Lakewood Boulevard. The same criteria that has been required for development within PD-32 is being incorporated into the proposed project. Criteria such as façade articulation, use of different materials, use of different colors, outdoor spaces, vehicle circulation, site orientation, and pedestrian connectivity are taken into consideration.

The elevations along Conant Street are given the greatest level of attention to create facades that are attractive from the public rights-of-way. Each elevation along Conant Street is adequately broken up and scaled with the use of pop-outs, recessions and glazing. Regarding site orientation, buildings are setback from Conant Street to allow for a single row of double parking spaces in front of each building. It is anticipated that each building will be occupied as corporate headquarters for light industrial, office, and research & development companies. It has been determined that the most appropriate site configuration for this type of tenant is that which allows immediate access to parking from the front entrance and one that creates a buffer from the main street.

Furthermore, as the adjacent vehicle preparation center on the north side of Conant Street will have a large parking lot fronting the street, staff believes more balance will be created by also setting the buildings of Pacific Pointe East back from the street. This is also anticipated to mitigate visual impacts from the north by providing landscaping opportunities in conjunction with the proposed parking that will buffer the site. The placement of each

building also complies with the Federal Aviation Administration (FAA) no-build zone regulations located in the southern portion of Lot D. The no-build zone consists of parking spaces and loading areas, which are screened and located adjacent to the Skylinks Golf Course to the south. Conditions of approval will require the removal and replacement of the existing chain link fence along the south property line with a new wrought iron fence.

As stated earlier, the amended PD-19 Ordinance specifies that a baseline of 5,503 peak hour evening trips were generated from the former aircraft manufacturing facilities. The ordinance also indicates that new development within PD-19 shall be limited to such intensity of development as is equal to no more than the 5,503 vehicle trip cap. The applicant has submitted a traffic study forecasting the number of trips anticipated for the proposed project in the morning and evening. Table 5-1 of this traffic study specifies that a total of only 306 trips are anticipated during evening peak hours (Exhibit C – Traffic Impact Analysis & TDM Program). As required by the PD-19 Ordinance, the applicant has also submitted a Traffic Demand Management (TDM) program aimed at reducing evening peak hour exit trips by 20 percent. Measures to be implemented include: providing information on ridesharing programs, preferential carpool/vanpool parking, and public transportation systems; installing showers and lockers for bicyclists; installing kiosks or bulletin boards to display pertinent information; and requiring each company to assign an employee transportation coordinator (ETC) to ensure that the program remains effective.

Regarding the subdivision of Lot D into separate parcels, the applicant is also requesting approval of Tentative Parcel Map No. 72504. The proposed Parcel Map would create three separate lots with the following sizes: Parcel 1 (Building 9) – 7.0 acres; Parcel 2 (Building 10) – 5.4 acres; and Parcel 3 (Building 11) – 12.4 acres. Tentative Maps can be approved by the Planning Commission when positive findings can be made, in reference to General Plan and Specific Plan compliance. The proposed development is consistent with the requirements of the General Plan and will serve to anchor the southern portion of PD-19 along the Skylinks Golf Course (Exhibit D – Findings & Conditions). The proposed project has also been reviewed by the Los Angeles County Airport Land Use Commission (ALUC), pursuant to Public Utilities Code, Section 21676. (Exhibit E – ALUC Memo). It has been determined that the project will not have major impacts within the Long Beach Airport Influence Area and does not require further review from ALUC for compatibility with the Airport Land Use Plan.

In accordance with the PD-19 Ordinance, the proposed new development does not exceed the maximum cap of 5,503 trips during evening peak hours as only 306 trips are anticipated. Furthermore, the applicants have submitted a TDM program with the goal of reducing the anticipated trips by 20 percent. Staff believes the proposed project will help connect the east and west side of Lakewood Boulevard and further enhance the overall quality of the area surrounding the Long Beach Airport. Staff recommends the Planning Commission certify EIR No. 02-13 (Exhibit F – EIR No. 02-13), and approve the Site Plan Review for the construction of three new industrial buildings and Tentative Parcel Map No. 72504 to create three parcels of 7.0, 5.4 and 12.4 acres, all subject to Conditions of Approval.

PUBLIC HEARING NOTICE

Public hearing notices were distributed on June 30, 2014, as required by the Long Beach Municipal Code. No responses have been received as of the date of preparation of this report.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) has been prepared for this project and has been made available for public review and comment. The 45-day public review period on the Draft EIR started on April 15, 2014, and ended on May 29, 2014. In addition, the Planning Commission held a public Study Session for the project and Draft EIR on May 1, 2014.

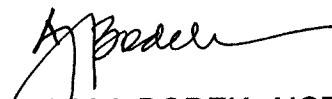
Based on the findings of the Initial Study, the only environmental issues requiring Draft EIR analysis were Aesthetics, Air Quality, Greenhouse Gas Emissions/Climate Change, Noise, and Transportation and Traffic. The Draft EIR determined that the project would not result in any significant adverse environmental impacts.

Written comments on the Draft EIR were received from the California Department of Transportation Division of Aeronautics, the California Native Heritage Commission, the Los Angeles County Fire Department, and the County Sanitation Districts of Los Angeles County. These comments and the responses to comments are included in the Final EIR. None of the comments on the Draft EIR required any additional analysis or substantial changes to the EIR. The preparation and public availability of this EIR is therefore in compliance with the provisions of the California Environmental Quality Act.

Respectfully submitted,



JEFF WINKLEPLECK
ACTING PLANNING ADMINISTRATOR

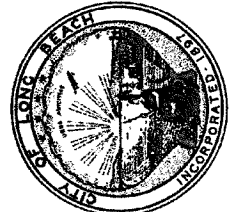
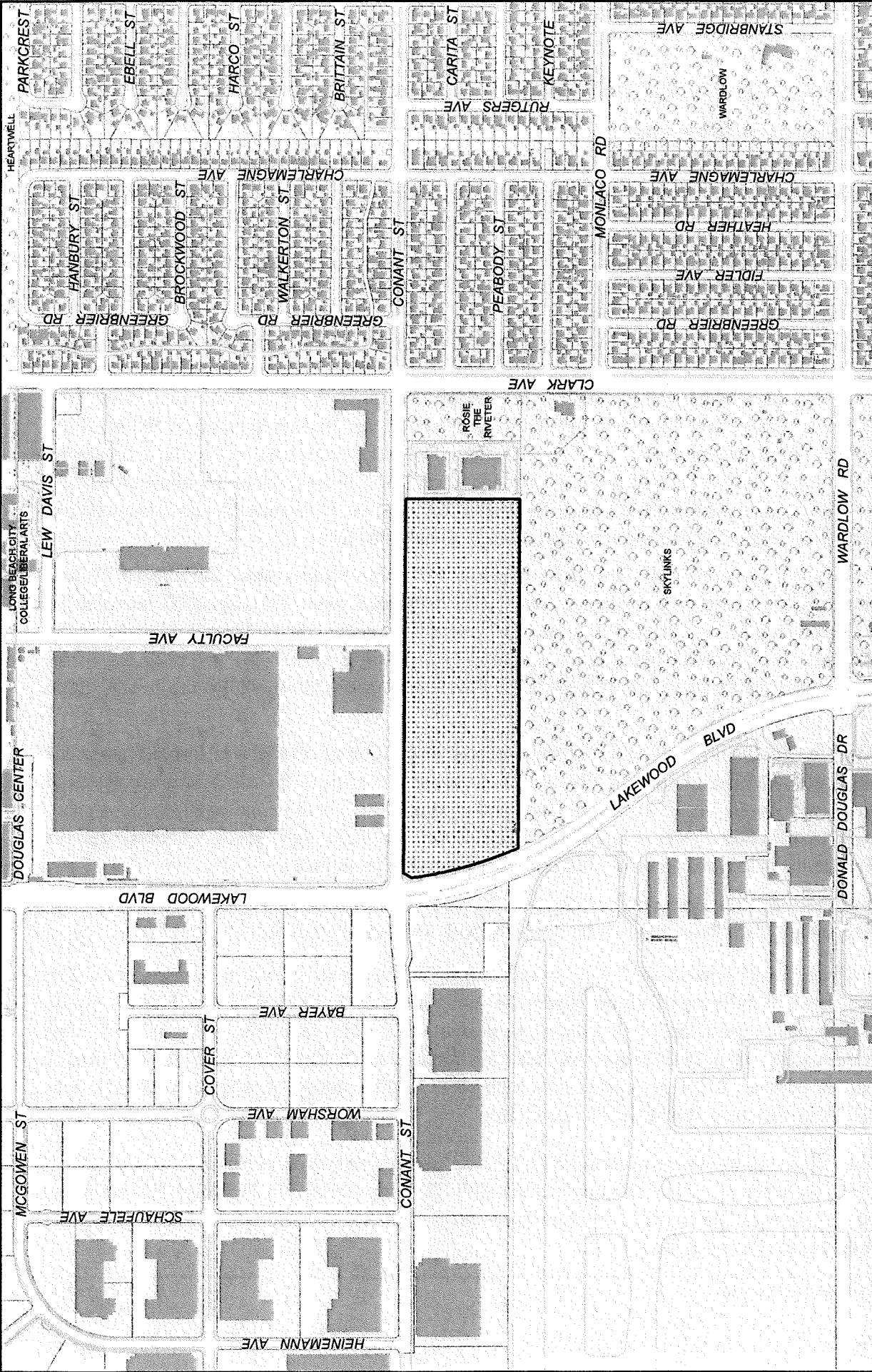


AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:JW:CJ

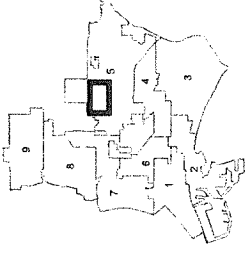
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- Exhibits:
- A. Location Map
 - B. Plans & Photos
 - C. Traffic Impact Analysis & TDM Program
 - D-1. Site Plan Review Findings
 - D-2. Tentative Parcel Map Findings
 - D-3. Site Plan Review and Tentative Parcel Map Conditions
 - E. ALUC Memo
 - F. EIR No. 02-13



Subject Property:
4350 Conant St
Application No. 1309-11
Council District 5
Zoning Code : IL

Exhibit A



5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Ninth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and presents the forecast daily and peak hour project traffic volumes for a "typical" weekday. As shown in the upper portion of this table, the trip generation potential for the proposed Project was forecast using ITE Land Use Code 140: Manufacturing average trip rates and ITE Land Use 150: Warehousing average trip rates. Specifically, ITE Land Use Code 140: Manufacturing average trip rates were utilized to estimate the trip generation potential for Buildings 9 and 10 and ITE Land Use Code 150: Warehousing average trip rates were utilized to estimate the trip generation potential for Building 11. To provide a conservative assessment, no adjustment to the Project's trip generation forecast has been applied in this analysis to account for the Transportation Demand Management (TDM) Program required of Project by the City.

As shown in the upper portion of *Table 5-1* (i.e. below the trip generation rates), Buildings 9, 10, and 11 of the Project site are forecast to generate 1,826 daily trips, with 261 trips (205 inbound, 56 outbound) produced in the AM peak hour and 267 trips (87 inbound, 180 outbound) produced in the PM peak hour on a "typical" weekday. A comparison of the Project's 267 PM peak hour trips indicates that it is significantly less than the 5,503 PM peak hour trip threshold that is allowed within PD-19.

To account for the truck trip potential of the proposed Project, truck traffic was forecast using the following daily, AM peak hour and PM peak hour truck percentages for manufacturing uses and warehouse uses based on information contained within the *San Bernardino/Riverside County Warehouse/Distribution Center Vehicle Trip Generation Study (January 2005)*. A passenger car equivalent (PCE) of 2.5 was applied to each truck trip generation estimate.

- Manufacturing Truck Percentages = Daily: 12%, AM: 14% and PM: 9%
- Warehousing Truck Percentages = Daily: 16%, AM: 19% and PM: 12%

Review of the middle portion of *Table 5-1* shows that Building 9 is forecast to generate 649 daily PCE trips with 128 PCE trips forecast during the AM peak hour and 119 PCE trips forecast during the PM peak hour. Building 10 is forecast to generate 532 daily PCE trips with 105 PCE trips forecast during the AM peak hour and 100 PCE trips forecast during the PM peak hour. Building 11 is forecast to generate 1,023 daily PCE trips with 90 PCE trips forecast during the AM peak hour and 89 PCE trips forecast during the PM peak hour.

Overall, as shown in the lower portion of *Table 5-1*, the trip generation potential for the proposed Project (i.e. Buildings 9, 10 and 11) totals 2,204 daily PCE trips, with 323 PCE trips (253 inbound, 70 outbound) forecast during the AM peak hour and 306 PCE trips (100 inbound, 206 outbound) forecast during the PM peak hour.

TABLE 5-1
PROJECT TRAFFIC GENERATION FORECAST⁸

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 140: Manufacturing (TE/1000 SF)	3.82	0.57	0.16	0.73	0.26	0.47	0.73
▪ 150: Warehousing (TE/1000 SF)	3.56	0.24	0.06	0.30	0.08	0.24	0.32
Trip Generation Forecast:							
<u>Pacific Pointe East – Lot D</u>							
▪ Building 9 - Manufacturing (144,000 SF)	550	82	23	105	37	68	105
▪ Building 10 - Manufacturing (118,164 SF)	451	67	19	86	31	56	87
▪ Building 11 - Warehousing (231,836 SF)	825	56	14	70	19	56	75
Total Project Trip Generation Potential	1,826	205	56	261	87	180	267
▪ Building 9 - Manufacturing (144,000 SF)							
Passenger Cars Trips	484	71	19	90	34	62	96
Truck PCE Trips ⁹	<u>165</u>	<u>28</u>	<u>10</u>	<u>38</u>	<u>8</u>	<u>15</u>	<u>23</u>
Building 9 Total PCE Trips	649	99	29	128	42	77	119
▪ Building 10 - Manufacturing (118,164 SF)							
Passenger Cars Trips	397	58	16	74	28	51	79
Truck PCE Trips ⁹	<u>135</u>	<u>23</u>	<u>8</u>	<u>31</u>	<u>8</u>	<u>13</u>	<u>21</u>
Building 10 Total PCE Trips	532	81	24	105	36	64	100
▪ Building 11 - Warehousing (213,836 SF)							
Passenger Cars Trips	693	45	12	57	17	49	66
Truck PCE Trips ¹⁰	<u>330</u>	<u>28</u>	<u>5</u>	<u>33</u>	<u>5</u>	<u>18</u>	<u>23</u>
Building 11 Total PCE Trips	1,023	73	17	90	22	67	89
Total Project Trip Generation (494,000 SF)							
Passenger Cars Trips	1,574	174	47	221	79	160	239
Truck PCE Trips	<u>630</u>	<u>79</u>	<u>23</u>	<u>102</u>	<u>21</u>	<u>46</u>	<u>67</u>
Total Project PCE Trip Generation:	2,204	253	70	323	100	206	306

Notes:

- TE/1000 SF = Trip ends per 1,000 SF of development

⁸ Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2012)].

⁹ Manufacturing Truck Estimates: AM peak hour: 14% trucks, PM peak hour: 9% trucks, ADT: 12% trucks, P.C.E. = 2.5 vehicles per truck.

¹⁰ Warehousing Truck Estimates: AM peak hour: 19% trucks, PM peak hour: 12% trucks, ADT: 16% trucks, P.C.E. = 2.5 vehicles per truck.

**Transportation Demand Management Program
PD19 and Lot D
June 18, 2014**

In order to meet the requirement of the PD-19 Ordinance, Applicant proposes the following transportation demand management and trip reduction measures to be managed by building owners or tenants:

1. Offer ride sharing programs including ride matching
2. Preferential carpool/vanpool parking
3. Safe and convenient areas in which vanpool and carpool vehicles may deliver or board their passengers
4. Post information/schedules for public transportation including Amtrak, Metrolink, city busses and light rail.
5. Accommodations for bicycles including bicycle racks, lockers and/or secure areas for bicycles
6. Preferential parking treatment for electric vehicles, where applicable.

Each tenant or building owner will be required to maintain a bulletin board which shall display the following information:

- Current maps, routes and schedules for public transit routes serving the site
- Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators
- Ridesharing promotional material supplied by commuter oriented organizations
- Bicycle route and facility information including regional/local bicycle maps and bicycle safety information
- A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site

Each tenant or building owner will be encouraged to implement the following incentives to encourage reduction in trips:

- Flexible work hours, compressed work week and off-peak shifts
- Incentives to employees for using public transportation, ride sharing or van pools
- Showers for bicycle commuters, including lockers and changing area
- Centralized postings of potential carpool/vanpool participants

- Matching of carpool/vanpool participants
- Convenient access from the bicycle paths/roadways to onsite bike facilities
- Hire local workforce when possible to reduce trip travel distance

In addition, each company will designate an employee transportation coordinator (ETC), who will oversee and monitor these programs. The ETC will be responsible for the following duties:

- Maintain the transportation display boards for their respective companies which will include current information for public transportation
- Provide assistance with carpool/vanpool matching and other ridesharing related services
- Oversee a preferred employee carpool/vanpool parking program, which would assign preferential parking spaces to eligible employee carpools and vanpools
- Coordinate with other companies at the site to share resources and ideas for the overall development
- Provide all new employees with packets detailing alternative transportation modes
- Advertise events such as California Rideshare week and Southern California Bike-to-Work Day to bring employee awareness to alternate transportation methods

The above measures are intended to reduce trips to the PD19 and Lot D site in the most efficient way possible. Tenants and owners at the projects will be encouraged to implement other trip reduction measures with the goal to reduce evening peak hour trips by 20%.

SITE PLAN REVIEW FINDINGS

App. No. 1309-11|
Date: July 17, 2014

Pursuant to Chapter 21.25, Division V of the Long Beach municipal Code, the Site Plan Review Committee or City Planning Commission shall not approve a Site Plan Review unless positive findings are made consistent with the criteria set fourth in the Site Plan Review regulations.

- 1. THE DESIGN IS HARMONIOUS, CONSISTENT AND COMPLETE WITHIN ITSELF AND IS COMPATABLE IN DESIGN, CHARACTER AND SCALE, WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;**

The project design is harmonious, internally consistent and well integrated into the project site. The project design includes colors, style and façade articulations that are complementary, provide variety and provide a contemporary architectural style that is compatible with the existing industrial structures within in the surrounding area, specifically the Douglas Park planned district.

- 2. THE DESIGN CONFORMS TO THE “DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT, THE “DOWNTOWN DESIGN GUIDELINES”, THE GENERAL PLAN, AND ANY OTHER DESIGN GUIDELINES OR SPECIFIC PLANS WHICH MAY BE APPLICABLE TO THE PROJECT;**

The project site is located in General Plan Land Use Designation (LUD) No. 7, the Mixed Use District. This district is intended for large, vital activity centers rather than strips along major arterials. The project proposal meets the intent of this land use designation by providing the mixed-use components allowed for as new development within the Douglas Aircraft Planned Development District (PD-19) with respect to the light industrial/research & development uses that anchor this district. Although PD-19 doesn't have any specific design guidelines, the project is consistent with the requirements of PD-32, located on the west side of Lakewood Boulevard. This project follows the requirements of PD-32 as a barometer, specifically the office/research & development/light industrial development standards in terms of scale and architectural design, materials and color, site orientation, parking access and landscaping.

- 3. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES, UNLESS NO ALTERNATIVE DESIGN IS FEASIBLE;**

No mature trees exist on the site. The applicant will make significant landscaping improvements to the interior parking and outdoor areas as well as street trees along the public rights-of-way.

4. THERE IS AN ESSENTIAL NEXUS BETWEEN THE PUBLIC IMPROVEMENT REQUIREMENTS ESTABLISHED BY THIS ORDINANCE AND THE LIKELY IMPACTS OF THE PROPOSED DEVELOPMENT; AND

The necessary nexus for the imposition of conditions requiring public improvements has been established through the previous approval of the PD-19 Ordinance, in which several off-site improvements such as street intersections, roads, sidewalks, etc. have been complied with, on a continual basis. The amended PD-19 Ordinance has ensured that the land uses, building design and massing, on-site parking provisions, landscaping and right-of-way improvements are consistent with the recent on-site and off-site development in the surrounding areas.

5. THE PROJECT CONFORMS TO ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT)

Conditions of approval will be incorporated that requires full compliance with all transportation demand management and trip reduction measures. The applicant has submitted a written program detailing the measures to be taken at the project site to reduce the number of evening peak hour trips by 20%, as required by the PD-19 Ordinance.

TENTATIVE PARCEL MAP FINDINGS

Case No. 1309-11

Date: July 17, 2014

Pursuant to Section 20.12.100 of the Long Beach Municipal Code, the Planning Commission shall approve a tentative map if it complies with State and Local regulations. The tentative map can be granted only when positive findings are made consistent with the following criteria set forth in the Subdivision regulations.

1. THAT THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS;

The subject site is currently located in an area of the General Plan designated as LUD #7 – Mixed Uses, which is intended for large activity centers allowing employment centers, retail, offices, high density residential, visitor serving facilities and professional services. Professional services and large activity centers have become a focal point of the PD-19 Planned District. The proposed map is requested to allow the construction and incorporation of offices/professional services as well as light industrial uses, which will create centers of vital activity within the city.

2. THAT THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS;

The design and improvement of the proposed subdivision has been determined to be consistent with the Land Use Element and General Plan for light industrial and office development and the zoning regulations such as parking and landscaping.

3. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT;

The site is physically suitable for this type of development. Lot D is a total of 25-acres. The proposed subdivision would create separate lots of 7.0 acres, 5.4 acres and 12.4 acres. Each site is physically suitable to allow the construction of large light industrial and professional office buildings with sufficient on-site parking, landscaping and vehicular circulation.

4. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT;

There are no density standards provided for in subarea 3 of PD-32, as residential uses are not allowed within this planned development district. With regard to this tentative map, the applicant is proposing the construction of three industrial buildings, each to be located on a single parcel. In nonresidential districts size of development is generally governed by the amount of parking that can be

provided for such development. The proposed project includes adequate parking that meets the requirements of the zoning ordinance.

5. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS; AND

The proposed subdivision is for the purpose of constructing three industrial buildings of the following sizes: 103,469 sq. ft., 42,381 sq. ft., and 35,272 sq. ft. on a vacant lot. This subdivision falls under Tentative Tract Map No. 61252, approved in 2004, for the establishment of PD-32. Under EIR No. 36-02 of this approval, it was determined that this improvement will not cause serious public health or safety problems. Conditions of Approval are incorporated to allow the periodic re-inspection of the site to ensure all compliance is maintained.

6. THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PORPERTY WITHIN THE PROPOSED SUBDIVISION.

All concerned City Departments have reviewed the Tentative Tract Map and it has been found that the design and improvements of the site will not conflict with public access easements. All required easements and utility locations will be provided for prior to the recordation of the final map.

**SITE PLAN REVIEW
TENTATIVE PARCEL MAP
CONDITIONS OF APPROVAL**

**4350 Conant Street
Application No. 1309-11
Date: July 17, 2014**

1. This approval allows for the construction of three new industrial buildings with the following square footages: 140,218 square feet, 114,494 square feet & 228,126 square feet for a total of 482,838 square feet with 769 on-site parking spaces. Site development shall conform to revised plans dated 2/11/2014 and submitted to the Department of Development Services.
2. The proposed development shall comply with the requirements of the PD-19 Ordinance, EIR No. 02-13 and the Conditions of Approval listed below.
3. This permit and all development rights hereunder shall terminate one year from the effective date of this permit unless construction is commenced or time extension is granted, based on a written and approved request submitted prior to the expiration of the one year period as provided in Section 21.21.406 of the Long Beach Municipal Code.
4. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgement Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).
5. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.
6. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
7. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).

8. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions must be printed on the site plan or a subsequent reference page.
9. The plans submitted for plan check review must explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Planning Commission. No substantial changes shall be made without the prior written approval of the Site Plan Review Committee and/or Planning Commission.
10. The Director of Development Services is authorized to make minor modifications to the approval design plans or the any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project. Any major modifications shall be reviewed by the Zoning Administrator or Planning Commission, respectively.
11. All required yards and setback areas not developed with permitted use shall be attractively landscaped primarily with California native and drought tolerant plants. Ninety percent (90%) of landscape area shall be planted with low to very low water usage plantings. This percentage calculation shall be noted on the plans. Landscape plans not meeting the 90% requirement shall submit plans complying with the State's Model Water Efficient Landscape Ordinance.
12. All rooftop mechanical equipment shall be fully screened on all sides to a height not less than that of the tallest item screened. Rooftop mechanical equipment shall be grouped together to minimize visual impact from the adjacent buildings. Screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved by the Director of Long Beach Development Services prior to the issuance of a building permit.
13. Adequately sized trash enclosures shall be designed and provided for this project as per Section 21.45.167 of the Long Beach Municipal Code. The designated trash area shall not abut a street or public walkway and shall be placed at an inconspicuous location on the property. Trash enclosures shall be designed to complement the building architecture, roofed, screened on all sides and provided for easy access. Prior to the issuance of a building permit, detailed drawings of these enclosures shall be submitted to the Director of Long Beach Development Services for review and approval of the enclosure designs and materials. Trash enclosures require a separate permit. The trash enclosure should be placed in a location that is easily accessible to trash collection trucks.
14. Prior to the issuance of a building permit, the applicant shall depict all utility apparatus such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. This plan shall be submitted after receiving approval from utility providers. These devices shall not be located in any

front, side, or rear yard setback area that is adjacent to a public street. Furthermore, landscaping shall properly screen all transformers and utility connections or any other screening method approved by the Director of Long Beach Development Services. All transformers and utility connections shall be located in areas least visible from the public rights-of-way. In addition to the Director of Development Services, applicants shall seek approval from applicable departments for specific screening requirements.

15. The applicant shall provide for public refuse collection accessibility to the satisfaction of the Director of Public Works.
16. Prior to issuance of a building permit, the applicant must submit complete landscape and irrigation plans. The landscape plan shall be in full compliance with Chapter 21.42 Landscaping Standards and in accordance to plans approved by the Planning Commission on July 17, 2014.
17. All landscape areas shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The Department strongly recommends use of drip irrigation systems. The irrigation system shall not cause water to spray or flow across a public sidewalk. Reclaimed water shall be used for all landscaped areas.
18. All landscape areas must be maintained in a neat and healthy condition, including public parkways and street trees. Any dying or dead plant materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42 (Landscaping) of the Zoning Regulations. At the discretion of City officials, a yearly inspection shall be conducted to verify that all irrigation systems are working properly and the landscaping is in good healthy condition. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by the City Council.
19. The applicant shall fully comply with all applicable provisions of the City's Interim Green Building Policy and the Commercial Development LEED Mandate for Douglas Park to the satisfaction of the Director of Long Beach Development Services. Prior to the issuance of a building permit, the applicant shall submit proof of registration with USGBC and a password allowing staff access to said registration, prior to the issuance of any building permits.
20. Energy conserving equipment, lighting and construction features shall be utilized on the buildings as feasible.
21. All parking areas serving the site shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent properties.
22. Prior to the issuance of a building permit, the applicant shall provide outdoor lighting plan details subject to review and approval of the Long Beach Airport, Police

Department and the Director of Development Services. Include pedestrian path lighting on the plan.

23. Prior to issuance of a building permit, provide information on fixtures and mounting heights and locations for building lighting, landscape lighting, parking area and pedestrian lighting to be approved by the Director of Long Beach Development Services.
24. Prior to issuance of a building permit, design details and materials of outdoor furnishings shall be submitted for review and approval of the Director of Development Services. All outdoor seating areas on the site shall include furnishings and exterior lighting that complement the building architectural design.
25. Use glass with less than 25% reflectivity on the exterior of all commercial buildings. All glazing (with the exception of spandrel glass) shall have a minimum visible light transmittance of 65% subject to review and approval of the Director of Long Beach Development Services.
26. No cross-lot drainage shall be permitted without the appropriate easements over adjoining lots.
27. Provide information on fixtures and mounting heights and locations for building lighting, landscape lighting, parking area and pedestrian lighting to be approved by the Director of Development Services.
28. Prior to issuance of a Temporary or Final Certificate of Occupancy, whichever comes first, the applicant shall fully comply with all applicable Transportation Demand Management and Trip Reduction measures. The applicant shall establish a program informing tenants about public transit, rideshare programs, and bike facilities. Per the requirements of the Master CC&R, the applicant shall comply with the requirements of the Transportation Demand Management Coordinator in PD-19.
29. Prior to issuance of a building permit, the applicant shall file a separate plan check submittal to Long Beach Fire Department, Public Works, Building Bureau, Long Beach Airport and Police Department for their review and approval (see attachments for Police and Building comments).
30. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.
31. Separate building permits are required for fences, retaining walls, flagpoles, and pole mounted yard lighting foundations.

32. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
- a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.:
 - b. Saturday: 9:00 a.m. – 6:00 p.m.; and
 - c. Sundays: not allowed.
33. The final map is to be prepared in accordance with the approved tentative map and shall be recorded with the L.A. County Recorder's Office within thirty-six (36) months from the date of the Planning Commission's approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of the tentative map. If the final map cannot be recorded within the thirty-six (36) month period, the subdivider can request a time extension. The time extension request shall be submitted to the Zoning Administrator for review and approval as per Section 21.21.406 of the Long Beach Municipal Code.
34. Unless specifically waived by the Planning Commission, the final map shall be prepared to conform to all conditions, exceptions and requirements of Title 20 (Subdivision Ordinance) of the City of Long Beach. The content and form of the final map, including all proposed property lines, shall be based upon criteria established by the Director of Public Works.
35. Prior to approval of the final map, the subdivider shall deposit sufficient funds with the City to cover the cost of processing the final map through the Department of public works. Furthermore, the subdivider shall pay the associated Planning processing fees of the final map.
36. The applicant shall provide the following to the satisfaction of the **Director of Public Works**:

GENERAL REQUIREMENTS

- a. The final map shall be based upon criteria established by the California Subdivision Map Act and/or Title 20 of the Long Beach Municipal Code.
- b. Prior to final map approval, the Subdivider shall obtain utility clearance letters for any public entity or public utility holding any interest in the subdivision as required by the Subdivision Map Act.
- c. All required facilities required by the Department of Public Works not in place and accepted prior to final map approval must be guaranteed by instrument of credit or bond to the satisfaction of the Director of Public Works.
- d. Prior to the start of any on-site/off-site construction, the Subdivider shall submit a construction plan for pedestrian protection, street lane closures, construction staging, shoring excavations and the routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.).

PUBLIC RIGHT-OF-WAY

- e. Tentative Parcel Map No 72504 indicate building encroachment within FAA Runway Protection Zone (RPZ) easement area. The Subdivider shall comply with the requirements of the RPZ easement which includes no building constructed within the RPZ.
- f. The Subdivider shall construct all off-site improvements needed to provide full ADA accessibility compliance within the adjacent public right-of-way to the satisfaction of the Director of Public Works. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, the right-of-way dedication way shall be provided.
- g. The Subdivider shall provide for the relocation of the utilities within the location of the proposed building(s), quitclaim the removed utilities and the dedication of easements for the relocated utilities. No vertical structures shall be constructed over existing or proposed easements.
- h. The Subdivider shall provide easements to the City of Long Beach for proposed public utility facilities to the satisfaction of the concerned City Department or public agency and shall show on the map.
- i. The Subdivider shall provide the necessary storm drain easements to the County of Los Angeles on the final map or successor final maps. If additional storm drain easements are required by the County of Los Angeles and provided by separate instrument, recorded copies of same shall be provided to the Director of Public Works for our records.
- j. Unless approved by the Director of Public Works, easements shall not be granted to third parties within areas proposed to be granted, dedicated, or offered for dedication to the City of Long Beach for public streets, alleys, utility or other public purposes until the final map filing with the County Recorder. If easements are granted after the date of tentative map approval and prior to final map recordation, a notice of subordination must be executed by the third-party easement holder prior to the filing of the final map filing.

OFF-SITE IMPROVEMENTS

- k. The Subdivider shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements until final inspection of the on-site improvements by the City. Any such off-site improvements found damaged by the construction of the on-site improvements shall be repaired or replaced by the Subdivider to the satisfaction of the Director of Public Works.

- l. Public improvements shall be constructed in accordance with approved plans. Detailed off-site improvement plans shall be submitted to the Department of Public Works for review and approval.
- m. The Subdivider shall dedicate 7 additional feet for sidewalk widening purposes along Conant Street and improve the full width of the sidewalk adjacent to the project site resulting in an 11-foot wide public walkway. Sidewalk improvements shall consist of a 6-foot wide parkway and 5-foot PCC sidewalk to the satisfaction of the Director of Public Works.
- n. The Subdivider shall remove unused and/or obsolete driveways, crosswalk ramps and the aircraft crossing curve ramp on Conant Street and replace with full-height curb, curb gutter and sidewalk to the satisfaction of the Director of Public Works. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Proposed driveways greater than 28 feet requires a variance; contact the Traffic and Transportation Bureau at (562) 570-6331 to request additional information regarding driveway construction requirements.
- o. The Subdivider shall submit grading and related storm drain plans with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes for review and approval by the Director of Planning and Building Services, and the Director of Public Works.
- p. On-site drainage improvements shall be completed in accordance with the requirements of the Los Angeles County Department of Public Works (Reference L.A.C.F.C.D.- Proj.9, unit 3, line C – DWG. H-52) and to the satisfaction of the Director of Public Works.
- q. All drainage across the subdivided land parcels and across the adjusted lot line shall be eliminated or the necessary easements for the drainage recorded on the subdivision map.
- r. All rough grading shall be completed prior to the approval of the final map. No cross-lot drainage will be permitted. Existing cross-lot drainage problems shall be corrected to the satisfaction of the Director of Public Works prior to approval of the final map approval.
- s. The Subdivider shall plant or provide for the construction of parkways with landscaping, street trees, and/or drought tolerant plants along the Conant Street right-of-way adjacent to the project site, including necessary tree root barriers, consistent with PD-32 Development Standards. All required street trees and any other landscaping required in connection with this project, shall be privately maintained and irrigated by the Subdivider and/or successors.

- t. All landscaping within the public rights-of-way shall be attractively landscaped primarily with drought-tolerant, low to very low water usage plants, with an emphasis on California Native Plants as consistent with the Douglas Park Design Guidelines. A majority of the plants selected shall be low (under 8-inches high) foot tolerant ground cover without thorns, stickers or other hazards. Accent groupings of plants up to 24-inches high shall be placed over the parkway area in a quantity of approximately 35%. No fencing or other obstacles shall be placed that prevent public access across the parkways.
- u. All planted areas shall be provided with water-conserving automatic irrigation systems designed to provide adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk. A final planting plan shall be submitted and approved by the Director of Long Beach Development Services and City Engineer prior to project occupancy.
- v. The Subdivider shall provide for new sidewalk improvements along Conant Street adjacent to the project site. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works.
- w. The Subdivider shall provide for the installation of truncated domes on the curb ramp street crossings adjacent to the development site to the satisfaction of the Director of Public Works.
- x. The Subdivider shall provide for the rehabilitation of Conant Street roadway, from Lakewood Boulevard to the east side of the Faculty Avenue intersection to the satisfaction of the Director of Public Works.
- y. The Subdivider shall provide for the resetting to grade of existing manholes, pullboxes, and meters in conjunction with the required off-site improvements to the satisfaction of the Director of Public Works.
- y. Demolition and reconstruction of curb and gutter, driveways, sidewalks, wheelchair ramps, roadway and removal and relocation of utilities, traffic striping and signing, street tree removals and plantings in the public right-of-way, shall be performed under Public Works permit. Permits must be obtained from the Public Works counter, 10th Floor of City Hall, 333 West Ocean Boulevard, telephone (562) 570-6784.
- z. The Subdivider shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and irrigation system work. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed.

- aa. The The Subdivider shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and irrigation system work. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed.
- bb. The Subdivider shall install streetlights along Conant Street with necessary lighting calculations prior to approval of the final map. The Subdivider shall construct, or provide for, high pressure sodium luminaries, light standards and feed point(s) in all of the public streets and private drive aisles or within the parking lots. Plans with necessary lighting calculations for on site and offsite lighting system shall be submitted to City Light and Power and to the Director of Public Works for review and approval prior to issuance of construction permits.
- cc. Prior to approving an engineering plan, all projects greater than 1 acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the applicant must submit a copy of the letter from the State Water Resource Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the Subdivider or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit, or wish to obtain an application, please call the State Regional Board office at (213) 266-7500 or visit their website for complete instructions at www.waterboards.ca.gov/stormwtr/construction.html. Left-click on the Construction General Permit 99-08-DWQ link.

TRAFFIC & TRANSPORTATION

- dd. A traffic report must be prepared for this project, under the supervision and approved (stamped) by a registered Traffic Engineer in the State of California. In addition, any proposed physical street improvements must include a scaled drawing stamped by a registered civil engineer.
- ee. As traffic demands within the overall development increase, it is likely that traffic conditions at the intersection of Conant Street and Faculty Avenue will result in the need for a traffic signal. The Subdivider shall provide for the installation of new traffic control devices at the intersection of Canant Street and faculty Avenue and shall construct the necessary improvements to the satisfaction of the Director of Public Works and to the City Traffic Engineer.
- ff. The Subdivider shall provide for the restriping of Conant Street, including bike lane markings in accordance with approved plans to the satisfaction of the Director of Public Works.

- gg. The Subdivider shall salvage and reinstall all traffic signs that require temporary removal to accommodate new construction within the public right-of-way. All traffic signs shall be reinstalled to the satisfaction of the City Traffic Engineer.
- hh. The Subdivider shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.
- ii. The Subdivider shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
- jj. The Subdivider shall contact the Traffic & Transportation Bureau, at (562) 570-6331, to modify the existing curb marking zones, adjacent to the project site.
- kk. All traffic control device installations, including pavement markings within the private parking lot, shall be installed in accordance with the provisions of the Manual On Uniform Traffic Control Devices (MUTCD), 2012 or current edition (i.e., white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).

AIRPORT

- ll. The Subdivider shall provide, to the satisfaction of the Director of Public Works, proof that a "No Determination" of hazard to air navigation has been received from the FAA prior to construction.
- mm. Proposed building and parking lot lighting shall be shielded and pointing downward in such a manner as to avoid distractions to piloted aircraft.
- nn. All proposed facilities within the Runway Protection Zone (RPZ) easement shall follow the standards and requirements of the RPZ.

LONG TERM MAINTENANCE

- oo. The Subdivider and successors shall be responsible for the maintenance of the site drainage system and for the operation and maintenance of the private sewer connection to the public sewer in the abutting public right-of-way, and for the maintenance of the sidewalk, parkway, street trees and other landscaping, including irrigation, within and along the adjacent public right-of-way. Such responsibilities shall be enumerated and specified in the project "Conditions, Covenants and Restrictions", and a recorded copy of said document shall be provided to the Director of Public Works.

37. Prior to the issuance of a building permit, the applicant must obtain written FAA approval on all applicable regulations.
38. Standards Variance approval is required for all curb cuts exceeding 30' in width.
39. The applicant shall defend, indemnify, and hold harmless the City of Long Beach, its agents, officers, and employees from any claim, action, or proceeding against the City of Long Beach or its agents, officers, or employees brought to attack, set aside, void, or annul an approval of the City of Long Beach, its advisory agencies, commissions, or legislative body concerning this project. The City of Long Beach will promptly notify the applicant of any such claim, action, or proceeding against the City of Long Beach and will cooperate fully in the defense. If the City of Long Beach fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Long Beach.



**COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION**

June 5, 2014

Johnson Aviation
6524 Deerbrook Road
Oak Park, CA 91377
Attention: Nick Johnson

**SUBJECT: PROJECT NO. R2014-15560/RALU201400001
LONG BEACH AIRPORT - LOT D/PACIFIC POINTE EAST
REDEVELOPMENT PROJECT**

Dear Mr. Johnson

Thank you for the opportunity to comment on the above referenced project. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the submitted document(s) and has the following comments.

The proposed project is located within the Long Beach Airport Influence Area, therefore in accordance with the Public Utilities Code (PUC), Section 21676, the Los Angeles County Airport Land Use Commission (ALUC) has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted Airport Land Use Plan (ALUP). However, since the proposed project does not include any land use action pursuant to Section 1.5.1 of the Los Angeles County ALUC Review Procedures, no further ALUC review is required.

If you have any questions regarding this matter, please contact Dean Edwards at (213) 974-6425 or via email at dedwards@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday. Our office is closed on Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner

A handwritten signature in black ink, appearing to read 'C. Sainz', with a small checkmark to the right.

Carmen Sainz, Supervising Regional Planner
Community Studies East Section

CS:de

