

ZONE CHANGE FINDINGS **Globemaster Corridor Specific Plan.** **Application No. 1712-05, ZCHG17-012** **May 18, 2021 (City Council)**

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

1. THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA; AND

Positive Finding: The proposed Specific Plan is the result of extensive public outreach, research of existing conditions, market studies and analysis, and proposed regulations to implement a 21st-century business and employment district to revitalize the site of the former Boeing C-17 manufacturing facility and the surrounding commercial and industrial properties, as well as the two major arterial corridors in the area, Cherry Ave. and Spring St. (refer to Globemaster Corridor Specific Plan prepared for this project). The project area encompasses 437 acres adjacent to the Long Beach Airport and 405 Freeway.

The plan seeks to improve the built environment in the plan area, as well as allow for the reuse of major industrial buildings currently vacant, and the development of a new business park campus on the former Boeing C-17 property. The plan additionally seeks to improve employment and economic opportunities for the Long Beach region through these development opportunities. Additionally, project-related improvements to public facilities and streets will result, furthering the plan's objectives of creating a high-quality, 21st-century employment district.

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study/Environmental Assessment (IS/EA) was prepared for the project, identifying potentially significant effects. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project, analyzing the following environmental effects: Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Environmental Justice, and Energy. The Draft EIR/EIS was circulated for a 45-day public review period between August 3, 2020 and September 17, 2020. The Program EIR/EIS Mitigation Monitoring and Reporting Program (MMRP)/Environmental Commitments Record (ECR), which is included in the Final EIR/EIS, is designed to ensure compliance with adopted mitigation measures during project buildout. While mitigation measures have been proposed to reduce the level of environmental impacts, the Final Program EIR/EIS identified

certain impacts that would remain significant, unavoidable, and adverse even after all feasible mitigation measures have been incorporated into the project. These environmental impacts involve conflict with an applicable air quality plan, short-term construction related air quality, long-term operational related air quality, construction related air quality impacts to sensitive receptors, impacts on potential historic resources, greenhouse gas emissions, and transportation impacts related to consistency with established Level-of-Service (LOS) metrics. Due to these significant unavoidable adverse impacts, certification of this Program EIR/EIS requires approval of a Statement of Overriding Considerations (SOC) that determines the project's economic, legal, social, and/or technological benefits would outweigh the unavoidable adverse environmental impacts, and the adverse impacts may be considered acceptable.

The Final Program EIR/EIS evaluated two Alternatives to the proposed project to determine if the alternatives could feasibly meet most of the project objectives while avoiding or substantially lessening significant project impacts. The Alternatives considered were the No Project Alternative and Reduced Project Alternative. Based on the analysis provided in the Draft Program EIR/EIS, the No Project Alternative was determined not to meet project objectives. The Reduced Project Alternative was identified as the environmentally superior alternative, with several environmental issues at reduced impact levels compared with the proposed project. The Reduced Project Alternative would lessen the significant and unavoidable impacts related to air quality, cultural resources, greenhouse gas emissions, and transportation; however, impacts related to air quality, cultural resources, and greenhouse gas emissions, and transportation would remain significant and unavoidable. The Reduced Project Alternative would help meet most of the objectives identified for the Proposed Project, but it would fail to meet those objectives as fully as the Proposed Project. The Reduced Project Alternative would only partially meet Objective 2: Stimulate Economic Development and Job Growth. For the reasons stated above and the Statement of Overriding Considerations, the City has considered the information contained in the record of administrative proceedings on the Proposed Project and has weighed the above-outlined benefits of the Proposed Project against the unavoidable adverse environmental impacts identified in the Final Program EIR/EIS.

No adverse changes to the character of the area, such as destruction of existing culturally significant buildings or structures, or the physical division of an established community, are permitted, contemplated, or expected. The Specific Plan includes design guidelines and development standards necessary to produce high-quality development and reuse of existing buildings, to protect the cohesion of the nearby residential communities, and to bring in new amenities that are complementary to the contemplated business park and surrounding neighborhood. The existing buildings on the former Boeing facility site consist of major million-plus-square-foot defense manufacturing facilities, while the adjacent corridor on

Cherry Avenue consists of small-scale, one-story commercial buildings for retail and personal services. The surrounding industrial areas of the Plan are developed with a mixture of small- and medium-scale industrial and service uses, while the commercial areas are developed with a range of uses from small standalone one-story commercial buildings to a community-scale shopping center on the corner of Carson and Cherry. The major changes under the Specific Plan will focus on the former Boeing facility site (in the Plan's BP district), which will allow the development of a new business-park style commercial and industrial campus. Other areas within the Specific Plan will see less major change as development standards will continue largely similar to existing, but these areas will benefit nevertheless from other aspects of the Specific Plan, including capital improvements, streetscape, and infrastructure investments, as well as enhanced design and development guidelines for new developments. All new developments will be reviewed on a case-by-case basis following the adoption of this Specific Plan and will be conditioned to be of the appropriate size, scale, massing, and intensity in conformance to the Specific Plan and its goals and objectives.

2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN.

Positive Finding: The Globemaster Corridor Specific Plan conforms to the general goals, policies, and designations of the City's General Plan Land Use Element (LUE), adopted by the City Council in 2019. The plan area is located within pages 16, 20, 21, and 26 of the Land Use Element Map. Following is a description of how each of the specific plan districts are consistent with the LUE's land use districts, called "PlaceTypes," which specify what land uses are allowed in each of the respective PlaceTypes.

- The Central Core of the Specific Plan area consists primarily of the Business Park (BP) district and General Industrial (IG) district, which allow uses that are consistent with the Regional-Serving Facility (RSF) and Industrial (I) PlaceType designations in the LUE. This area also consists of Airport (AP) district on the areas owned by the Long Beach Airport.
- The Northern Area of the Specific Plan consists primarily of the Community Commercial (CC) district and the Industrial Commercial (IC) district, which allow uses consistent with the Community Commercial (CC) PlaceType designation in the LUE.
- The Southern Area of the Specific Plan consists primarily of the General Industrial (IG) and Airport (AP) district, which allow uses that are consistent with the Regional-Serving Facility (RSF) PlaceType designation in the LUE.
- The Southeastern Area of the Specific Plan consists primarily of the General Industrial (IG) district, and an area of Open Space (OS) district, which allow uses consistent with the Industrial (I), NeoIndustrial (NI), and Open Space (OS) PlaceType designations, respectively, in the LUE.

The Regional-Serving Facility (RSF) PlaceType is intended for land uses serving a regional need for large-scale employment, goods movement, and public-serving uses, with state-of-the-art transportation management programs. The Industrial (I) PlaceType includes all industrial activities and prohibits nonindustrial uses except commercial accessory uses needed to serve the Industrial PlaceType. The Community Commercial (CC) PlaceType serves auto-oriented needs for goods and services and promotes commerce; no residential uses are allowed in the CC PlaceType. The NeoIndustrial (NI) PlaceType allows restricted light industrial uses along with commercial office and information services, with a higher concentration of on-site employees than the Industrial PlaceType, while encouraging a hybrid industrial-commercial development model. Lastly, the Open Space (OS) PlaceType preserves and enhances open space and park space. Overall, the uses allowed by the Specific Plan districts are consistent with the uses allowed by the LUE.

The Specific Plan also advances Land Use Element goals, strategies and policies including:

- Goal No. 1: Implement sustainable planning and development practices. The Specific Plan does this by promoting sustainable urban development patterns and use of green building requirements for large-scale new developments, as well as complete streets and non-auto-oriented mobility strategies.
- Goal No. 2: Strengthen the City's fiscal health by stimulating continuous economic development and job growth. The Specific Plan accomplishes this by allowing the reuse and redevelopment of commercial and industrial properties within the plan area, especially the former Boeing facility that consists of a million-plus square feet of existing aerospace manufacturing building area, and a commercial-industrial business park development site of approximately 99 acres.
- Goal No. 3: Accommodate strategic growth and change. Closure of the Boeing facility was a major change, and the Specific Plan turns this negative into an opportunity by accommodating the reuse and redevelopment of that site, which is the centerpiece of the plan, in addition to the development potential for commercial retail and services on the Cherry Ave. corridor and other complementary commercial and industrial areas within the plan area.
- Goal No. 7: Provide reliable public facilities and infrastructure to encourage investment. The Specific Plan accomplishes this goal by providing for major development opportunities, which will be accompanied by significant public improvements to streets, mobility, and access, as well as guiding the infrastructure use, enhancement, and rehabilitation within the plan area.

Additionally, parking within the Specific Plan largely follows the requirements of Chapter 21.41 (Off-Street Parking and Loading) of the Zoning Regulations (Title 21, LBMC), except that the parking requirement for office uses within the BP district

are reduced from 4 stalls per 1,000 sq. ft. to 2 stalls per 1,000 sq. ft., to reflect the flexibility that office employers can provide to their employees with regards to alternate mobility arrangements. This is consistent with the Land Use Element's Citywide implementation strategy LU-M-25, to include flexible standards targeted for infill development.

The Specific Plan also furthers goals of the General Plan's Open Space Element, preserving a site and providing for a new park or open space development in the southwest area of the plan. Further, the Specific Plan conforms to and furthers the goals of the General Plan's Urban Design Element, by requiring high-quality development, sustainable design, and serious architecture, as well as creating complete streets and a pedestrian- and bike-friendly mobility environment.

The Specific Plan also conforms to the General Plan's Mobility Element through its plan for and implementation of high-quality development that takes advantage of the economies of scale available to a large, centralized employment campus, and the enhancement of two major arterial corridors. The Specific Plan both promotes and requires high-quality transportation demand management (TDM) strategies and alternative mobility options for all major developments in the plan area. This will help reduce usage of the traditional single-occupancy automobile commute mode and providing for the reduction of traffic of this type over the long term. The Specific Plan also will guide the enhancement of existing streets into "complete streets" that are friendly to all users, whether bike, bus, or pedestrians, in addition to automobile users. Goal No. 1 of the Mobility Element is to create and efficient, balanced, multimodal mobility network; this includes establishing a network of complete streets, reconfiguring existing streets to emphasize modal priorities, strategically improving congested intersections and corridors, reducing the environmental impacts of the transportation system, and managing the supply of parking, all of which are achieved through the Specific Plan's development standards and guidelines. Further, Goal No. 2 of the Mobility Element is to maintain and enhance air, water, and ground transportation capacity; this includes maintaining and enhancing general and commercial aviation at Long Beach Airport while mitigating impacts on residents and businesses, which is accomplished by the Specific Plans' land use regulations and preservation of aviation-related uses on the Airport properties. Goal No. 3 of the Mobility Element is to lead the region by example with innovative and experimental practices; this includes bikeway connections and enhancements, new mobility strategies in TDM packages, and continuing reevaluation of transportation programs to determine their effectiveness; these items are achieved through the Specific Plan's TDM requirements and mobility improvements.

The Specific Plan area is not within the Coastal Zone, does not contain a scenic route or highway, does not contain or allow housing or residential uses, and does

not contain significant mineral resources, therefore the Coastal Element, Scenic Routes Element, Housing Element, and Conservation Element do not apply.

3. IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.

Not Applicable: The proposed change does not involve the rezoning of an existing mobile home park.

ZONING CODE AMENDMENT FINDINGS

Globemaster Corridor Specific Plan.

Application No. 1712-05, ZCA17-015

May 18, 2021 (City Council)

Pursuant to Government Code Sections 65853 and 65855, the Planning Commission shall render a decision on any proposed Zoning Code Amendment and transmit the reasons for the recommendation, and the relationship of the proposed amendment to the applicable general and specific plans, to the City Council. These findings and analysis are presented for consideration, adoption and incorporation into the record of proceedings.

1. THE AMENDMENT IS CONSISTENT WITH OBJECTIVES, PRINCIPLES, AND STANDARDS OF THE GENERAL PLAN; AND

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2. THE AMENDMENT WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE CITY, AND IS IN CONFORMITY WITH PUBLIC NECESSITY, CONVENIENCE, GENERAL WELFARE, AND GOOD PLANNING PRACTICE.

Positive Finding: Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study/Environmental Assessment (IS/EA) was prepared for the project, identifying potentially significant effects. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project, analyzing the following environmental effects: Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Environmental Justice, and Energy. The Draft EIR/EIS was circulated for a 45-day public review period between August 3, 2020 and September 17, 2020. The Program EIR/EIS Mitigation Monitoring and Reporting Program (MMRP)/Environmental Commitments Record (ECR), which is included in the Final EIR/EIS, is designed to ensure compliance with adopted mitigation measures during project buildout. While mitigation measures have been proposed to reduce the level of environmental impacts, the Final Program EIR/EIS identified certain impacts that would remain significant, unavoidable, and adverse even after all feasible mitigation measures have been incorporated into the project. These environmental impacts involve conflict with an applicable air quality plan, short-term construction related air quality, long-term operational related air quality, construction related air quality impacts to sensitive receptors, impacts on potential historic resources, greenhouse gas emissions, and transportation impacts related to consistency with established Level-of-Service (LOS) metrics. Due to these significant unavoidable adverse impacts, certification of this Program EIR/EIS requires approval of a Statement of Overriding Considerations (SOC) that determines the project's economic, legal, social, and/or technological benefits would outweigh the unavoidable adverse environmental impacts, and the adverse impacts may be considered acceptable.

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