

1 **DOUGLAS AIRCRAFT PLANNED DEVELOPMENT DISTRICT**

2 **PLANNED DEVELOPMENT PLAN (PD-19)**

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

6 This Planned Development Plan shall consist of the Land Use Plan as
7 designated by the Use District Maps, Use and Development Standards set forth herein,
8 and Master Plan attached hereto as Exhibit "C" and by reference made a part hereof. All
9 development proposals shall be reviewed by the Planning and Building Department Site
10 Plan Review Committee or by the Planning Commission for Site Plan Review to assure
11 consistency with this Planned Development Plan and to assure high quality design and
12 site planning. No deviation from these development standards shall be permitted unless
13 it is found to be consistent with the intent of this plan.

14 **DEVELOPMENT REVIEW PROCEDURES**

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

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

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

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

13 **GENERAL USE STANDARDS**

14 1. Uses.

15 a. The use of the Douglas Aircraft Planned Development District shall
16 be office, research and development and aircraft manufacturing and fixed base
17 operations. Further, new development of the site shall be limited to such intensity of
18 development equal to no more than 1014 vehicles trips to and from the site in the peak
19 hour between 4:00 p.m. and 6:00 p.m. and implementation of a Transportation Demand
20 Management Plan that reduces exiting work trip generation in the evening peak hour by
21 twenty percent.

22 In addition, the uses listed on Exhibit "E" attached hereto shall be permitted
23 within the Douglas Aircraft Planned Development District for a period of ten years after
24 the effective date of this Ordinance, and thereafter only for such period or periods of time
25 as may be approved by the Director of Planning and Building.

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

1 established in the most current edition of the Trip Generation Manual of the Institute of
2 Traffic Engineering. The number of trips generated by this calculation shall be reduced
3 by the Traffic Demand Management Plan's trip reduction. The resulting figure is then
4 compared to the permitted peak-hour trips.

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

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

12 i. Increased development intensity through transfer of trips.
13 Trips may be transferred between the Airport Area Planned Development Plans (PD-19:
14 Douglas Aircraft; PD-23: Douglas Center; PD-12: Long Beach Airport Terminal Area; PD-
15 13: Atlantic Aviation; PD-18: Kilroy Airport Center; PD-9: Airport Business Park; PD-15:
16 Long Beach Business Park; PD-27: Willow Street Center; and PD-28: Pacific Theaters)
17 provided that:

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

20 (b) The Director of Public Works finds that the transfer will
21 have no significant detrimental effect upon the level of service at any intersection;

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

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

28 ii. Increased development intensity through added trips.

1 Additional trips beyond the original allocation may be approved provided that:

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

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

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

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

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

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

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

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

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

25 2. Road Improvements.

26 a. Based upon detailed traffic studies and analyses of existing
27 and projected future growth in the Long Beach Airport Area, the City has determined that
28 existing development as of 1986 was adequately served by the existing road system in

1 the area generally at level of service "D" or better. The City has further determined that
2 development since 1986 and projected to full build-out of the area (hereinafter referred to
3 as "new development") will generate traffic which cannot be accommodated on the
4 existing road system while maintaining level of service "D". Consequently, the City has
5 developed a list of recommended road improvements, attached hereto as Exhibit D and
6 by reference made a part hereof, which are necessary to generally maintain level of
7 service "D" on all major roads in the area given the projected new development. As
8 these roadway improvements will specifically benefit new development, site plan
9 approval for all new development in the area shall be conditioned upon payment of a fair,
10 pro-rata share of the costs of the needed road improvements through a road impact fee,
11 a benefit assessment district, other appropriate financing mechanisms, or combinations
12 thereof. The pro-rata share of improvement costs shall be based on then number of
13 vehicle trips generated per hour in the P.M. peak hours of 4:00 to 6:00 p.m. and their
14 impact on specific intersections scheduled for improvement.

15 b. A periodic re-evaluation of the traffic situation will be
16 undertaken to ensure all improvements continue to be necessary in the later phases of
17 development.

18 c. As the number of trips utilized in the analysis assumes a
19 twenty percent reduction in the standard number of trips per square foot of use, it is
20 mandatory that an effective trip demand reduction program be incorporated in all
21 development. Thus, each new development is conditioned upon membership in the Long
22 Beach Airport Area Traffic Reduction Association or similar organization, and submittal
23 and implementation of a Traffic Demand Management (TDM) program which is
24 designated to reduce exiting work vehicular traffic generation during the evening peak
25 hour by at least twenty percent. The TDM program must contain provisions that mandate
26 the implementation of the TDM program by all subsequent owners and tenants of the
27 improvements.

28 d. The program must include specific measures, which in the

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

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

14 **GENERAL DEVELOPMENT STANDARDS**

15 1. Building Height.

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

22 2. Building Setbacks and Other Standards Not Specified By This 23 Planned Development Ordinance.

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

26 3. Accessory and Temporary Structures.

27 No portable buildings, trailers, or other similar structures shall be permitted
28 without prior written approval of the Department of Planning and Building. Temporary

1 structures as construction trailers and temporary offices may be approved by the Director
2 of Planning and Building during construction only.

3 4. Signs.

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

8 5. Landscaping.

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

13 6. Screening.

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

18 7. Sidewalks.

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

24 8. Architectural Standards.

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

28 Buildings designed with reflective glass having a reflection gradient of .15 or

1 more shall submit reflection studies showing sun and reflection glare patterns and their
2 effect on ground and air transportation. Such studies shall be submitted with each
3 proposed structure to be processed for Site Plan Review. Mirrored reflective glass shall
4 not be used as a major facade element.

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

11 10. Parking.

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

14 11. Notice of Site Plan Review.

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

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

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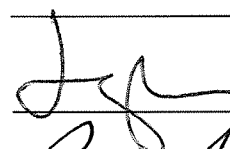
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I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of January 8, 2008 by the following vote:

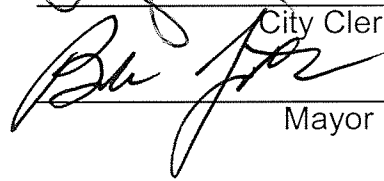
Ayes: Councilmembers: B. Lowenthal, S. Lowenthal, DeLong,
O'Donnell, Schipske, Andrews,
Reyes Uranga, Gabelich, Lerch.

Noes: Councilmembers: None.

Absent: Councilmembers: None.



City Clerk

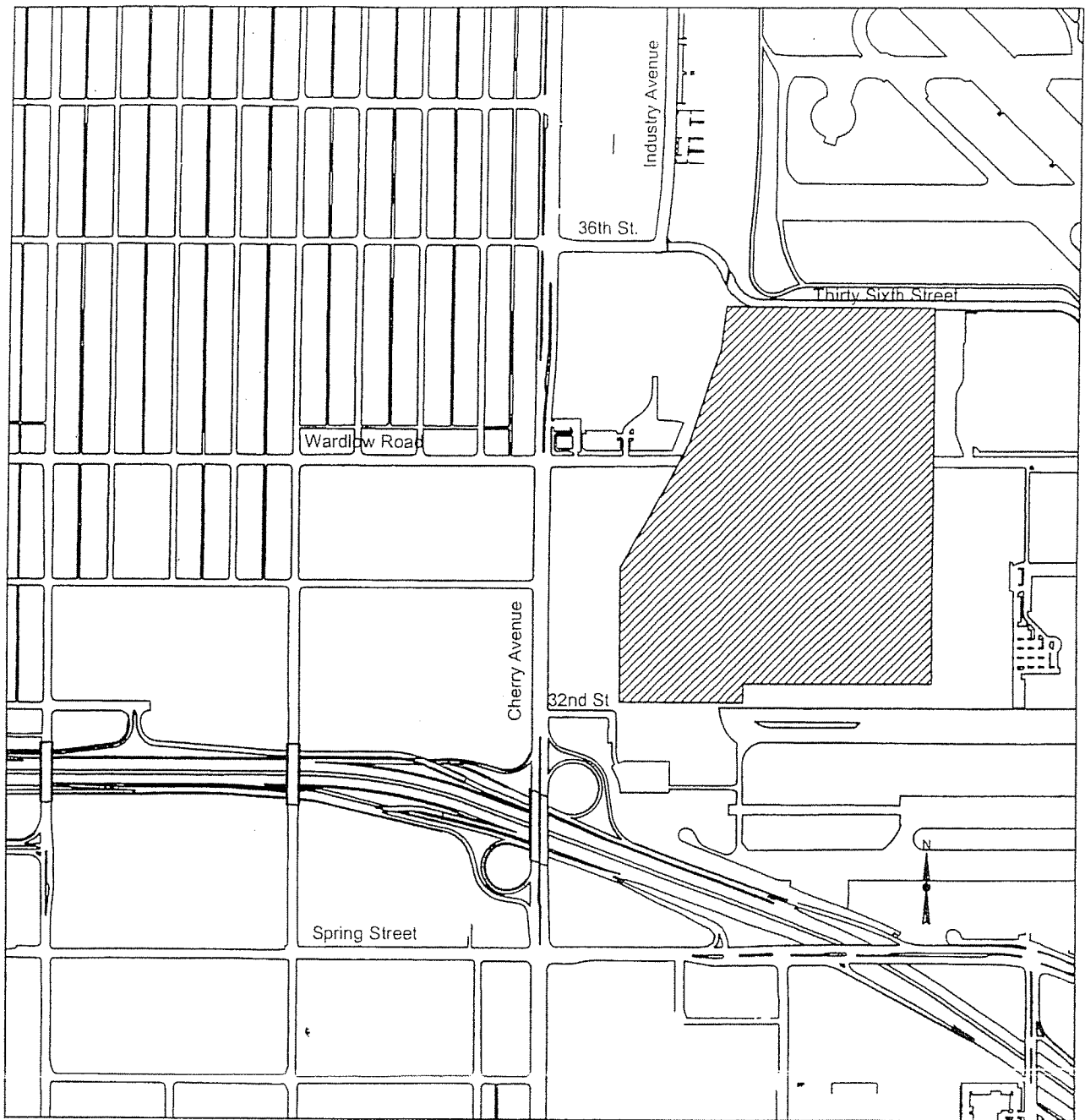


Mayor

Approved: 1/9/08
(Date)

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

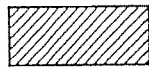
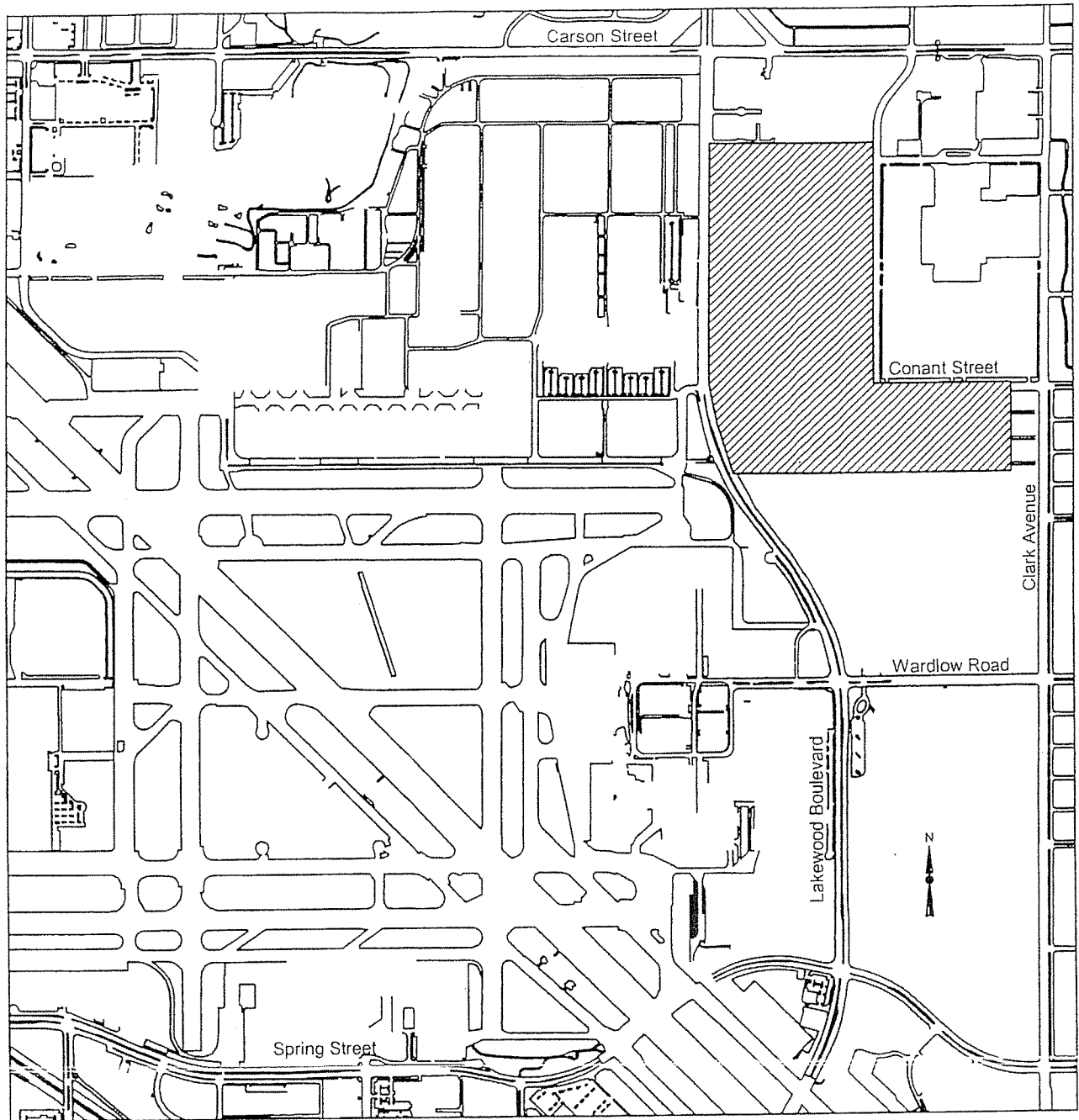
MJM:kjm 12/12/07



 PD-19

AMENDMENT TO A PORTION OF PART 16
OF THE USE DISTRICT MAP

REZONING CASE
RZ-0404-13
Sheet 2 of 2



PD-19

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

REZONING CASE

RZ-0404-13

Sheet 1 of 2

EXHIBIT B

Douglas Aircraft Company LOCATION C1 - MASTER PLAN 7/27/04

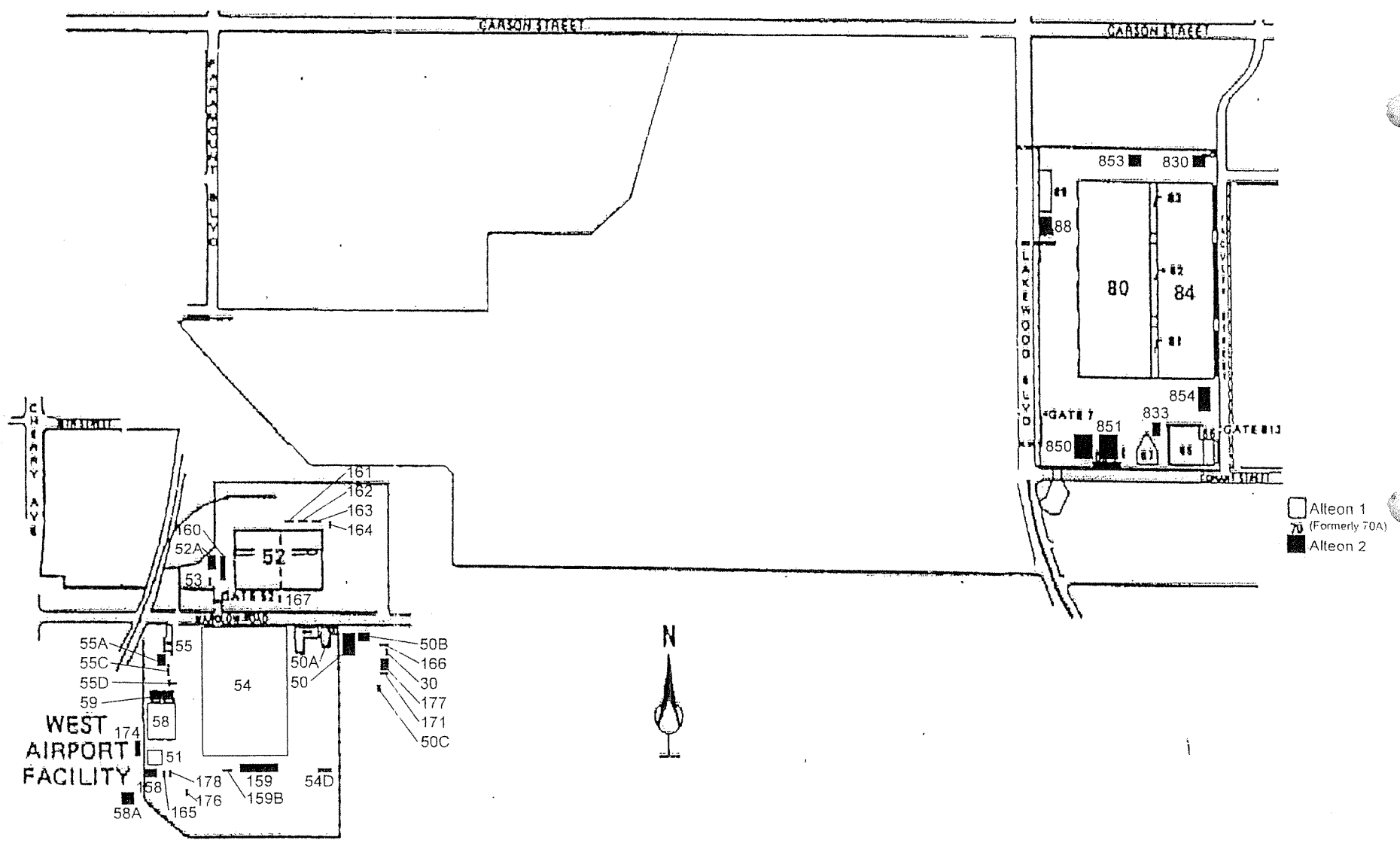


EXHIBIT C

**Douglas Aircraft Company
Location C1 – Building Area**

7/27/04

BLDG NO.	PRIMARY USE	AREA (SQ. FT.)	BLDG NO.	PRIMARY USE	AREA (SQ. FT.)
ALTEON 1 (Was 70A)	FLIGHT TRAINING	26,952	86	WING SEAL, TEST AND PAINT	13,269
ALTEON 2	FLIGHT TRAINING	50,628	87	PAINT HANGAR	20,880
30	OFFICE	464	88	STORAGE	6,000
50	MAINTENANCE / OFFICE	15,637	89	STORAGE	20,370
50A	GUARD POST	73	158	TRAINING	6,251
50B	MAINTENANCE	6,047	159	OFFICE	29,306
50C	MAINTENANCE	1,706	159B	OFFICE	621
51	TRAINING	17,130	160	OFFICE	15,500
52	MANUFACTURING / OFFICE	639,521	161	OFFICE	4,173
52A	CHILLER PLANT	12,593	162	OFFICE	4,144
53	PUMP HOUSE	1,854	163	OFFICE	4,144
54	MANUFACTURING / OFFICE	1,126,789	164	RESTROOM	491
54D	STORAGE / RESTROOM	5,173	165	RESTROOM	491
55	SECURITY / FIRE / COMPRESSOR	21,702	166	OFFICE	292
55A	COMPRESSOR BUILDING	3,782	167	OFFICE	292
55C	CONTROL SHACK	156	171	OFFICE	359
55D	STORAGE	940	174	OFFICE / DISPENSARY	8,580
58	PAINT HANGAR	108,218	176	OFFICE	480
58A	HAZARDOUS WASTE	7,275	177	OFFICE	2,822
59	PAINT HANGAR	17,090	178	OFFICE	661
80	ASSEMBLY	590,873	830	PUMP HOUSE	500
81	OFFICE	27,090	833	HAZARDOUS WASTE	800
82	OFFICE	38,250	850	OFFICE	26,800
83	OFFICE	27,090	851	OFFICE	26,800
84	ASSEMBLY	432,112	853	OFFICE	623
85	PAINT HANGAR	55,391	854	LOCKER ROOM	6,400
TOTAL SQUARE FOOTAGE					3,435,585

EXHIBIT C

CITY OF LONG BEACH
 PROPOSED INTERSECTION IMPROVEMENT PROJECTS
 CONSTRUCTION AND ENGINEERING COST ESTIMATE

PROJECT NO.	DESCRIPTION	TOTAL AMOUNT	PHASE I AMOUNT	PHASE II AMOUNT
1	CHERRY AVE & CARSON ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	742,000	742,000	
2	CHERRY AVE & 36st ST Adding thru lane and modifying traffic signals.	134,000	134,000	
3	CHERRY AVE & WARDLOW RD Widening intersection, adding thru and turn lanes and modifying traffic signals.	2,579,000	2,579,000	
4	CHERRY AVE & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	731,000	731,000	
5	TEMPLE ST & SPRING ST Adding thru and turn lanes and modifying traffic signals.	105,000	105,000	
6	REDONDO ST & SPRING ST Adding thru lanes and modifying traffic signals.	219,000	219,000	

7	REDONDO ST & WILLOW ST	413,000	413,000	
	Widening intersection, adding thru and turn lanes, and modifying traffic signals.			
8	LAKWOOD BLVD & CARSON ST	2,233,000	2,233,000	
	Widening intersection, adding thru and turn lanes, and modifying traffic signals.			
9	LAKWOOD BLVD & CONANT ST	1,810,000	420,000	1,390,000 ⁽¹⁾
	Widening intersection, adding turn lanes and modifying traffic signals.			
10	LAKWOOD BLVD & WARDLOW RD	1,290,000	770,000	520,000 ⁽²⁾
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			
11	LAKWOOD BLVD & SPRING ST	8,700,000	1,200,000 ⁽³⁾	7,500,000 ⁽⁴⁾
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			
12	LAKWOOD BLVD & WILLOW ST	626,000		626,000
	Widening intersection, adding turn lanes and modifying traffic signals.			
13	CLARK AVE & CARSON ST	1,314,000	1,314,000	
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			

14	CLARK AVE & CONANT ST	46,000		46,000
	Adding thru and turn lanes and modifying traffic signals.			
15	CLARK AVE & WARDLOW RD	301,000		301,000
	Adding thru and turn lanes and modifying traffic signals.			
16	CLARK AVE & SPRING ST	1,039,000	1,039,000	
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			
17	CLARK AVE & WILLOW ST	369,000		369,000
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			
18	CARSON ST & PARAMOUNT BLVD	513,000		513,000
	Adding turn lane and modifying traffic signals.			
19	CHERRY AVE & BIXBY RD	105,000	105,000	
	Adding thru and turn lanes and modifying traffic signals.			
TOTAL CONSTRUCTION & ENGINEERING		23,269,000	12,004,000	11,265,000

- (1) Lakewood Blvd widening from Wardlow Rd to Conant Ave
- (2) Lakewood Blvd widening from Spring St to Wardlow Rd
- (3) Interim At-Grade improvement
- (4) Grade Separation

Exhibit E

Interim Use Ordinance amending portions of PD-19, the Douglas Aircraft Planned Development District

Intent:

Modify existing PD-19 to allow for interim uses (as defined below) on the former Boeing 717 commercial aircraft plant site. Intent is to allow the property owner to derive short-term economic benefits from the property while an appropriate long-term re-use of the existing facilities is determined or, until a master plan for redevelopment of the site is implemented.

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

- Property owners should receive a fair economic return on their properties during the interim use period while a better market for permanent permitted uses develops.
- Interim uses should not have significant impacts on adjacent residential neighborhoods or on adjoining uses.
- Interim uses should not have significant visual impacts.
- Investment in interim uses should be fully amortized during the interim period.
- Interim 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 does not include the surface parking lot on the south side of Conant Street, east of Lakewood Boulevard.

Term:

The "interim use" section of PD-19, and all interim uses permitted under this amendment will expire/terminate 10 years from the date the City Council approved this amendment, and thereafter only for a period or periods of time as may be approved by the Director of Planning and Building. All uses established under this section shall terminate at that time. The City, at its discretion, may require the recordation of termination agreements for certain uses.

Landscaping:

Prior to the establishment of the first interim use, the applicant/property owner shall plant 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 Planning and Building.

New Construction:

The interim uses are limited to the reuse of the existing buildings, aircraft hangars and modular buildings except for equipment buildings necessary for operation of the interim uses as approved by the Director of Planning and Building. No demolition of existing permanent buildings will be allowed prior to appropriate environmental review and clearance. The potentially historic resource, the “Fly DC Jets” sign, shall be retained in place, protected and maintained throughout the interim period. Except as provided above, no new construction rights have been granted or approved under this ordinance.

Procedures:

Interim uses are permitted in accordance with Table E-1. Table E-1 indicates the interim 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.

Interim uses shall be subject to the following procedures and requirements:

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

TABLE E-1:

- A. Indoor storage (e.g., motor vehicles, recreational vehicles, watercraft (with associated trailers) and recreational trailers (camping, travel) and document storage) – Y subject to the following standards:
 - 1. Indoor storage as a principal use shall be limited to Building number 84;
 - 2. The short term or hourly parking of automobiles such as a commercial parking lot use is not permitted;
 - 3. Indoor storage uses shall be limited to a five (5) year period, an additional five (5) year period may be approved by the Director or Planning and Building based on a determination that the use has operated in compliance with these standards;
 - 4. The hours of public access to the storage use 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 Planning and Building;
 - 7. The location of any proposed sewage dump station shall be subject to the review and approval of the Director of Planning and Building.
- B. Communication services (i.e. storage of servers) – Y.

- C. (Indoor) Manufacturing that would be consistent with the General Industrial (IG) district zoning – Y/CUP (i.e. if a use requires a CUP under the IG zone, then it would require a CUP).
- 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 – N.
- F. Outdoor Storage, rental and/or sales of equipment, machinery and/or construction materials – CUP.
- G. Indoor Storage, rental and/or sales of equipment, machinery and/or construction materials – AUP.
- H. Indoor recreation uses – CUP.
- I. Long term 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.

Uses not listed – Uses not listed in Table E-1 are generally considered to be prohibited. It is recognized that not all acceptable interim uses may be listed therefore the property owner may request a determination from the Director of Planning and Building for uses not listed. If a proposed use is consistent with the intent of this “Interim Uses” section, the Director may determine that it may be permitted, permitted subject to an AUP or permitted subject to a CUP.

REQUIRED FINDINGS FOR APPROVAL OF CUP/AUP

Following findings shall be made and are made, which are in addition to these findings required under Chapter 21.25 of the Municipal Code.

- The use had no significant impacts on adjacent residential neighborhoods or on adjoining uses (noise, traffic, lights, odor, etc.)
- The use has no significant visual impacts on the building, grounds or site of the proposed use
- The use does not contribute to, attract or potentially attract criminal activities
- The applicant assures to the satisfaction of the City that the property and the use will be maintained in a reasonably neat and orderly manner
- The use is consistent with the intent of this interim use ordinance.

This ordinance is an interim ordinance only and therefore will not require a general plan amendment. In any event, the proposed interim uses are consistent with the general plan designation for the subject property.