

CITY OF LONG BEACH

THE CITY PLANNING COMMISSION

H-3

333 W. Ocean Boulevard Long Beach, California 90802 562-570-6194 FAX 562-570-6068

November 6, 2007

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive the supporting documentation into the record, conclude the public hearing and declare the Ordinance, approving an amendment to PD-19 (Douglas Aircraft Planned Development District) to permit interim uses on the former Boeing 717 commercial aircraft site for a period of up to 10 years, read the first time and laid over to the next regular meeting of the City Council for final reading. (Case No. 0707-11) (District 5)

DISCUSSION

In May 2006, Boeing shutdown its twin-engine 717 jet manufacturing operation on the 53.6 acre site at the northeast corner of Lakewood Boulevard and Conant Street. Since that time, there has been very little activity on the property, other than office use and general cleanup. This is due primarily to the limited number of uses that are permitted by PD-19. These uses include office, research and development, and aircraft manufacturing and fixed base operations.

The intent of this amendment 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. The interim uses proposed as part of this amendment will terminate 10 years from the effective date of the amendment unless extended by the Director of Planning and Building.

The interim uses are limited to the re-use of the existing buildings, aircraft hangars and modular buildings, except for any new equipment buildings necessary for operation of the interim uses as approved by the Director of Planning and Building. No demolition of permanent buildings will be permitted prior to appropriate environmental review and clearance. The existing "Fly DC Jets" sign shall be protected and maintained throughout the interim period.

The types of interim uses permitted in the proposed amendment include indoor uses such as storage, manufacturing and communication services, as well as long-term entertainment production uses (e.g. movie studios). Other uses, such as equipment sales and outdoor storage, are discretionary and require approval of a Conditional Use Permit or Administrative Use Permit. Generally, uses not listed are prohibited, but the owner may request a determination from the Director of Planning and Building whether a proposed use is consistent with the intent of interim uses section and the type of permit required if any.

The Planning Commission conducted a public hearing on October 4, 2007 (see Attachment 1). After discussing the item, Commissioner Saumur made a motion to certify the Negative Declaration (ND 28-07) and recommend that the City Council adopt an Ordinance to amend PD-19 (Douglas Aircraft Planned Development District) to permit interim uses on the former Boeing

717 commercial aircraft site for a period of up to 10 years. Commissioner Durnin seconded the motion, which passed 5-0 (Commissioner Jenkins was absent). The Planning Commission agreed with the staff recommendation and found that the Code Amendment would 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, and that the interim uses would not be detrimental to adjacent properties.

ENVIRONMENTAL ANALYSIS

In accordance with the Guidelines for Implementation of the California Environmental Quality Act, Negative Declaration 28-07 was certified by the Planning Commission and is herewith forwarded to the City Council as an attachment to the October 4, 2007 staff report.

Assistant City Attorney Michael J. Mais reviewed this report on October 23, 2007.

TIMING CONSIDERATIONS

The Municipal Code requires the Planning Commission recommendation to be transmitted by the Department of Planning and Building to the City Clerk for presentation to the City Council within 60 days following positive Planning Commission.

FISCAL IMPACT

None.

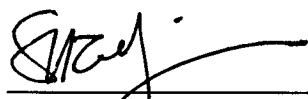
SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

LESLIE GENTILE, CHAIR
CITY PLANNING COMMISSION

BY:



SUZANNE FRICK
DIRECTOR OF PLANNING AND BUILDING

SF:GC:CB:jw

Attachments:

- 1) Planning Commission Staff Report dated October 4, 2007 (including attachments)
Code Amendment Ordinance

**CITY OF LONG BEACH**

DEPARTMENT OF PLANNING & BUILDING

333 W. Ocean Boulevard Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068

September 6, 2007

CHAIRMAN AND PLANNING COMMISSIONERS
City of Long Beach
California

SUBJECT: Request for certification of a Mitigated Negative Declaration (ND 28-07) and a recommendation to the City Council for a proposed Amendment to PD-19 (Douglas Aircraft Planned Development District) to permit interim uses on the former Boeing 717 commercial aircraft site for a period of up to 10 years. (Council District 5)

LOCATION: 4501 E. Conant Street

APPLICANT: Boeing Realty Corporation
c/o Marilyn Pauley
4501 E. Conant Street
Long Beach, CA 90808

RECOMMENDATION

1. Certify Negative Declaration ND 28-07; and
2. Recommend that the City Council adopt the amendment to PD-19 (Douglas Aircraft Planned Development District).

BACKGROUND

The Department of Planning and Building received a request from the Boeing Realty Corporation to amend PD-19 (Douglas Aircraft Planned Development District) to permit interim uses on the former Boeing 717 commercial aircraft site.

In May 2006, Boeing shutdown its twin-engine 717 jet manufacturing operation on the site. Since that time, there has been very little activity on the property other than office use and general cleanup. This is due primarily to limited number of uses that are permitted by PD-19. These uses include office, research and development and aircraft manufacturing and fixed base operations.

The intent of this amendment 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. The interim uses proposed as part of this amendment will terminate 10 years from the effective date of the amendment unless extended by the Director of Planning and Building.

The interim uses are limited to the re-use of the existing buildings, aircraft hangars and modular buildings except for accessory maintenance/equipment buildings necessary for operation of the interim uses as approved by the Director of Planning and Building. No demolition of permanent buildings will be permitted prior to appropriate environmental review and clearance. The "Fly DC Jets" sign shall be protected and maintained throughout the interim period.

The subject property is located at the northeast corner of Conant Street and Lakewood Boulevard and totals 53.6 acres in area (see attached vicinity map). This proposed amendment does not affect the area in PD-19 south of Conant Street.

A summary of the surrounding land uses is as follows:

	ZONING	GENERAL PLAN	LAND USE
Project Site	PD-19	LUD#7 (Mixed Uses)	Aircraft Manufacturing (vacant)
North	PD-23/I	LUD#7 (Mixed Uses)/ Lud#10 (Institutional/Schools)	Offices (Douglas Center)/LBCC Athletic Fields
South	PD-19	LUD#7 (Mixed Uses)	Parking Lot
East	I	LUD#10 (Institutional/Schools)	Veterans Memorial Stadium
West	PD-32	LUD#7 (Mixed Uses)	Douglas Park

PROPOSED INTERIM USES

The following are the proposed interim uses:

Permitted

- Indoor storage (e.g., motor vehicles, recreational vehicles, watercraft (with associated trailers) and recreational trailers (camping, travel) and document storage)
- Communication services (i.e. storage of servers)
- 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)
- Accessory outdoor storage (subject to an approved plan for screening)
- (Indoor) Manufacturing that is consistent with the General Industrial (IG) district zoning

Permitted subject to a Conditional Use Permit

- *Outdoor storage/uses where such uses are principal*
- Outdoor Storage, rental and/or sales of equipment, machinery and/or construction materials
- Indoor recreation uses

- (Indoor) Manufacturing that is consistent with the General Industrial (IG) district zoning subject to approval of a Conditional Use Permit

Permitted subject to an Administrative Use Permit

- Indoor Storage, rental and/or sales of equipment, machinery and/or construction materials – AUP

Uses not listed are generally considered to be prohibited. However, the 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.

PUBLIC HEARING NOTICE

In accordance with the Noticing Requirements of the Zoning Ordinance, a legal notice appeared in the Press Telegram Newspaper on September 6, 2007. Twenty-three (23) notices were mailed on September 4, 2007 to those property owners within the three hundred (300) feet mailing radius and the elected representative of the 5th Council District.

ENVIRONMENTAL REVIEW


A Mitigated Negative Declaration (ND 28-07) was prepared in accordance with the Guidelines for Implementation of the California Environmental Quality Act and is attached for your review.

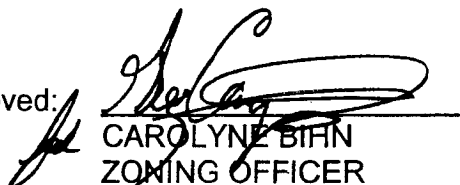
IT IS RECOMMENDED THAT THE PLANNING COMMISSION:

1. Certify Mitigated Negative Declaration 28-07; and
2. Recommend that the City Council adopt the amendment to the Zoning Ordinance

Respectfully submitted,

SUSANNE FRICK,
DIRECTOR OF PLANNING AND BUILDING

By: 
JEFF WINKLEPLECK
PLANNER

Approved: 
CAROLYNE BIHN
ZONING OFFICER

Attachments

1. Vicinity Map
2. **Proposed Amendment**
3. Negative Declaration ND 28-07

Long
Beach
Airport

LAKWOOD BLVD

Subject Site

FACULTY AVE

LEW DAVIS ST

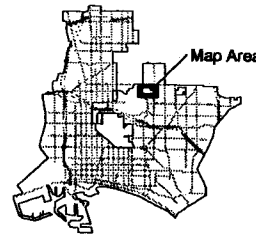
CLARK AVE

CONANT ST

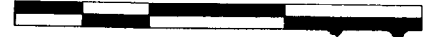


SUBJECT PROPERTY:

4501 Conant St.
Case No. 0707-11
Council District 5
Zone: PD-19



300 0 300 600 Feet



Scale = 1:5,000

ORDINANCE NO. _____

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

WHEREAS, the Douglas Aircraft Planned Development District (PD-19) established by Ordinance No. C-6255, adopted on May 20, 1986, and amended by Ordinance No. C-6357, adopted March 10, 1987, Ordinance No. C-6596, adopted April 25, 1989, Ordinance No. C-6784, adopted August 28, 1990, Ordinance No. C-6915, adopted August 6, 1991, and Ordinance No. C-7957, adopted December 24, 2004, is hereby amended and restated in its entirety to read as follows:

Section 1. Use District Map. The official Use District Map of the City of Long Beach, as said map has been heretofore established and amended, is further amended by amending and changing Parts 16, 17 and 24 of said map.

Those portions of Parts 16, 17 and 24, of said Use District Map which were changed and amended by Ordinance No. C-7957 are attached hereto as Exhibits "A" and "B", respectively, and by reference made a part of this ordinance and a part of the official Use District Map. Any reference in the Municipal Code of the City of Long Beach to Parts 16, 17 and 24 of said Use District Map shall hereafter relate and apply to said Parts 16, 17 and 24.

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

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

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

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

DEVELOPMENT REVIEW PROCEDURES

A. The property owner shall submit a Master Site Plan for Planning Commission approval prior to approval of the first phase or, for projects where the first phase of a new development has already begun, prior to the approval of the building

permits for the next building. Such Master Site Plan shall identify the location of each building to be built on the site, the area of the building and the use of each building. The Master Site Plan shall also indicate the overall design character of the site, including unifying architectural and landscape design themes.

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

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

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

GENERAL USE STANDARDS

1. Uses.

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

In addition, the uses listed on Exhibit E attached hereto shall be permitted within the Douglas Aircraft Planned Development District for a period of 10 years after the effective date of this Ordinance, and thereafter only for such period or periods of time as may be approved by the Director of Planning and Building.

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

c. ***Other combinations or amounts of the uses permitted in this PD, which generate an equal or lesser number of trips per hour in the peak hours, may be***

substituted for this use allocation, provided that a revised Master Site Plan is approved by the Planning Commission. In calculating the number of trips utilized, all new development within this PD after January 1, 1986, shall be included.

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

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

- (a) Not more than twenty percent of the originally authorized trips are added to the receiving PD;
- (b) The Director of Public Works finds that the transfer will have no significant detrimental effect upon the level of service at any intersection;
- (c) The transfer is implemented by approval by the Planning Commission of an amendment to both Master Site Plans to reallocate and document the revised number of trips;
- (d) Notice of the Planning Commission hearing for the amendment to the Master Site Plans is sent to all owners and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments;

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

- (a) The increase will not exceed the original allocation by more than twenty percent;
- (b) The applicant shall pay a trip mitigation fee that is a pro-rata fair share of the costs of the original Traffic Mitigation Program for the additional trips;
- (c) A new analysis of the traffic impacts on all intersections in the Airport Area is undertaken at the expense of the applicant, and such analysis shows no significant detrimental effect upon the level of service at any intersection or the applicant agrees to pay an additional trip mitigation fee equal to all costs of all additional improvements at all intersections necessary to mitigate the degradation of the level of service caused by the increased trips. Degradation of the reduction to level of service is a level of service "E" or "F" unless that level of service was accepted in the original improvement program;
- (d) An amendment to the Master Site Plan shall be required to authorize the additional trip allocation;

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

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

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

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

2. Road Improvements.

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

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

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

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

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

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

GENERAL DEVELOPMENT STANDARDS

1. Building Height.

No height limits shall apply except those mandated by the Federal Aviation Administration. Buildings shall be limited to a height that is necessary to meet production demands. Where production demands dictate the construction of tall

buildings adjacent to public rights-of-way, such buildings shall be designed not to be visually imposing on adjacent properties. The design shall be controlled through the use of building materials, facade treatments, finish, and landscaping.

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

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

3. Accessory and Temporary Structures.

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

4. Signs.

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

5. Landscaping.

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

6. Screening.

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

7. Sidewalks.

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

8. Architectural Standards.

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

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

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

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

10. Parking.

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

11. Notice of Site Plan Review.

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

Sec. 2. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first day after it is approved by the Mayor.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 2007, by the following vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

Approved: _____

Mayor

Exhibit E

Interim Use Ordinance amending portions of PD-19, the Douglas Aircraft Planned Development District _____, 2007

Intent:

Modify existing PD-19 to allow for interim uses (as defined below) on the former Boeing 717 commercial aircraft plant. 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.

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 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:

- Indoor storage (e.g., motor vehicles, recreational vehicles, watercraft (with associated trailers) and recreational trailers (camping, travel) and document storage) – Y
- Communication services (i.e. storage of servers) – Y
- (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)
- Outdoor storage/uses where such uses are principal – CUP, but if accessory – Y (subject to an approved plan for screening).
- Port related uses, container storage, truck terminals, truck trailer parking – N
- Outdoor Storage, rental and/or sales of equipment, machinery and/or construction materials – CUP
- Indoor Storage, rental and/or sales of equipment, machinery and/or construction materials – AUP
- Indoor recreation uses – CUP
- 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

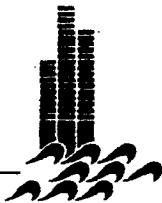
Uses not listed – Uses not listed in Table E-1 are generally considered to be prohibited. It is recognized that not all acceptable interim uses may be listed therefore the property owner may request a determination from the Director of Planning and Building for uses not listed. If a proposed use is consistent 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 can 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.



CITY OF LONG BEACH

Planning Commission

333 West Ocean Boulevard, 5th Floor

Long Beach, CA 90802

FAX (562) 570-6753

ENVIRONMENTAL PLANNING

\$50.00 FILING FEE

NOTICE OF PREPARATION

To: Office of the County Clerk
Environmental Filings
12400 E. Imperial Highway, #1101
Norwalk, CA 90650

From: Community & Environmental Planning Division
Department of Planning and Building
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Date Delivered: August 17, 2007

In conformance with Section 15082 of the State CEQA Guidelines, please post this notice for period of 20 days. Enclosed is the required fee of \$50.00 for processing.

Notice is hereby given that the Long Beach City Planning Commission, Lead Agency for purposes of CEQA, proposes to adopt a subsequent Negative Declaration for the project listed below:

1. Project Location:

Portion of PD-19 north of Conant Street and east of Lakewood Boulevard, not including the surface parking lot on the south side of Conant Street east of Lakewood Boulevard.

2. Project Title:

PD-19 Interim Ordinance Project

3. Project Description:

Interim Ordinance modifying the existing PD-19 (Douglas Aircraft Planned Development District) to allow for interim land uses on the former Boeing 717 commercial aircraft plant.

4. Review period during which the Lead Agency will receive comments on the proposed Mitigated Negative Declaration 28-07:

Starting Date: August 17, 2007

Ending Date: September 5, 2007

5. Public Meeting of the Planning Commission

Date: September 20, 2007

Time: 5:00 pm

Location: City Council Chambers
Long Beach City Hall

333 West Ocean Boulevard, Plaza Level

ORIGINAL FILED

AUG 17 2007

LOS ANGELES, COUNTY CLERK



CITY OF LONG BEACH

Planning Commission

333 West Ocean Boulevard, 5th Floor

Long Beach, CA 90802

FAX (562) 570-6753

ENVIRONMENTAL PLANNING

\$50.00 FILING FEE

NOTICE OF PREPARATION

To: Office of the County Clerk
Environmental Filings
12400 E. Imperial Highway, #1101
Norwalk, CA 90650

From: Community & Environmental Planning Division
Department of Planning and Building
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Date Delivered: August 17, 2007

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LOS ANGELES, COUNTY CLERK

CITY OF LONG BEACH
Planning Commission

MITIGATED NEGATIVE DECLARATION

PROJECT:

I. TITLE:

PD-19 Interim Ordinance Project

II. PROPONENT

Boeing Realty Corporation, 4501 E. Conant Street, Long Beach, CA 90808, c/o Mark Villagomez, (562) 497-6140

III. DESCRIPTION

Interim Ordinance modifying the existing PD-19 (Douglas Aircraft Planned Development District) to allow for interim land uses on the former Boeing 717 commercial aircraft plant.

IV. LOCATION

Portion of PD-19 north of Conant Street and east of Lakewood Boulevard, not including the surface parking lot on the south side of Conant Street east of Lakewood Boulevard.

V. HEARING DATE & TIME

September 20, 2007 5:00 pm

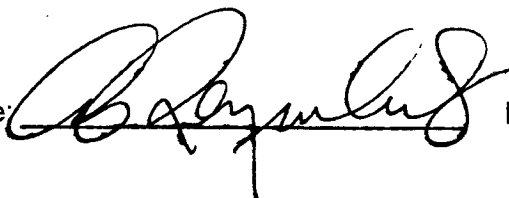
VI. HEARING LOCATION

City Council Chambers
Long Beach City Hall
333 West Ocean Boulevard

FINDING*:

In accordance with the California Environmental Quality Act, the Long Beach City Planning Commission has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the Commission hereby finds that the proposed project will not have a significant adverse effect on the environment and does not require the preparation of an Environmental Impact Report because the Mitigation Measures described in the initial study have been added to the project.

Signature: _____



Date: _____

8/16/07

6. Copies of the report and all referenced documents are available for review by contacting the undersigned or on the web at: www.longbeach.gov/plan/pb/epd/er.asp
7. The site is not on any list as enumerated under Section 65965.5 of the California Government Code.
8. The Initial Study may find significant adverse impacts to occur to the following resource areas:

Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, National Pollution Discharge Elimination System, and Noise
9. The Negative Declaration has no significant impacts to occur.

For additional information contact:

Angela Reynolds
Environmental Planning Officer
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

PD-19 Interim Ordinance Project

INITIAL STUDY



Prepared by:

City of Long Beach
Community and Environmental Planning
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

- * If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references.

This document and supporting attachments are provided for review by the general public. This is an information document about environmental effects only. Supplemental information is on file and may be reviewed in the office listed above. The decision making body will review this document and potentially many other sources of information before considering the proposed project.

INITIAL STUDY

1. **Project title:**
PD-19 Interim Ordinance Project
2. **Lead agency name and address:**
Planning Commission
333 West Ocean Boulevard
3. **Contact person and phone number:**
Angela Reynolds
Environmental Planning Officer
4. **Project location:**
Portion of PD-19 north of Conant Street and east of Lakewood Boulevard, not including the surface parking lot on the south side of Conant Street east of Lakewood Boulevard.
5. **Project sponsor's name and address:**

Boeing Realty Corporation, 4501 E. Conant Street, Long Beach, CA 90808, c/o Mark Villagomez, (562) 497-6140
6. **General Plan:**
Land Use Designation (LUD) #7 - Mixed Use District
7. **Zoning:**
PD-19 (Douglas Aircraft Planned Development District)

8. Description of project:

Modify existing PD-19 (Douglas Aircraft Planned Development District) to allow for interim uses on the former Boeing 717 commercial aircraft plant. 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 approves 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 interim uses are limited to the reuse of the existing buildings, aircraft hangars and modular buildings. No demolition of permanent buildings will be allowed for any future projects prior to separate environmental review and approval. The potentially historic "Fly DC Jets" sign must be retained in place, protected and maintained throughout the interim period. No development rights have been granted or approved under this interim ordinance.

Land uses under this interim ordinance for the project site are classified as follows: permitted as interim use, permitted as an interim use only with approval of a discretionary permit, or not permitted as an interim use. Discretionary permits include conditional use permits (CUPs) and administrative use permits (AUPs).

Permitted as Interim Uses: Indoor storage of vehicles and trailers (e.g., motor vehicles, recreational vehicles, watercraft, recreational trailers); document storage; communication services (e.g., storage of servers); indoor manufacturing uses that are consistent with uses permitted in the General Industrial (IG) zoning district; outdoor storage that is accessory to principal use with approved screening; and 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 not exceeding an aggregate of 20,000 square feet).

Permitted as Interim Uses only with approval of a discretionary permit: indoor manufacturing uses that require a discretionary permit in the General Industrial (IG) zoning district; outdoor storage as a principal land use; outdoor storage, rental and/or sales of equipment, machinery and/or construction materials; indoor storage, rental and/or sales of equipment, machinery and/or construction materials; and indoor recreation uses.

Not Permitted as Interim Uses: Port related uses; container storage; truck terminals; and truck trailer parking.

9. Surrounding land uses and setting:

The project site is located within the PD-19 Douglas Aircraft Planned Development District and is currently used for manufacture of the Boeing 717 commercial aircraft. Surrounding land uses are as follows:

North: Boeing office complex and Long Beach City College.

South: Surface parking lot portion of PD-19, Skylinks Golf Course

East: Veteran's Memorial Stadium

West: Douglas Park development site, Long Beach Airport

10. Other public agencies whose approval is required:

City Council approval of Interim Ordinance

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Aesthetics	Agriculture Resources	Air Quality
Biological Resources	Cultural Resources	Geology/Soils
◆ Hazards & Hazardous Materials	Hydrology/Water Quality	◆ Land Use/Planning
Mineral Resources	National Pollution Discharge Elimination System	Noise
Population/Housing	Public Services	Recreation
Transportation	Utilities/Service Systems	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the Environment and a **NEGATIVE DECLARATION** will be prepared.

✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

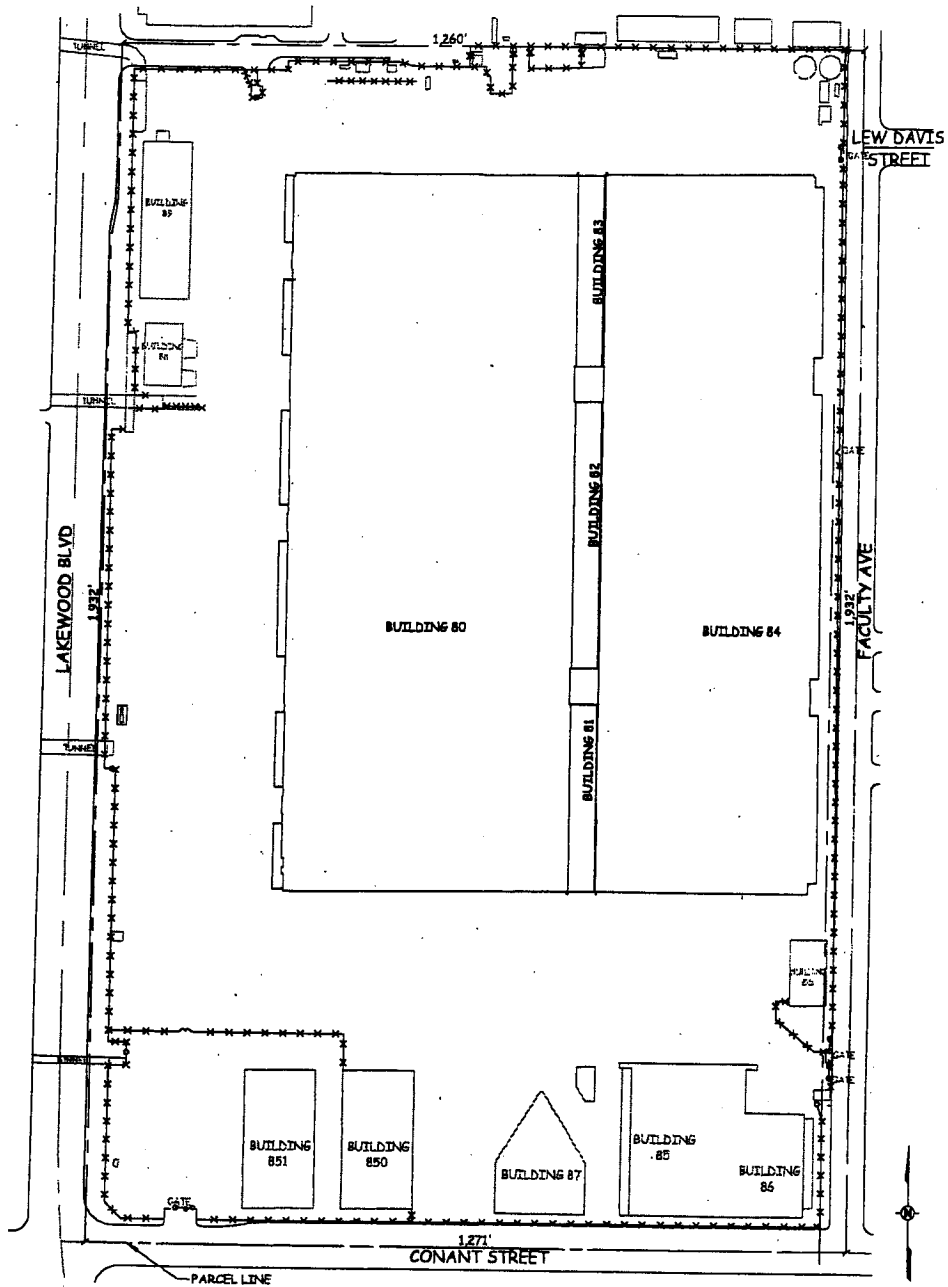
I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

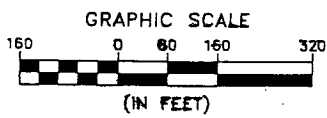
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENT IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. A "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less than Significant with "Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration Section 1 5063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.



Project Map



- LEGEND
- FENCE ——— x ——— x ——— x
 - PARCEL LINE ——— - - - - -
 - CENTERLINE ——— - - - - -

Kinley-Horn
 and Associates, Inc.
 Engineering, Planning, and Environmental Consultants © 2007

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including Liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. HAZARDS AND HAZARDOUS MATERIALS –				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:				
a) Result in a significant loss of pervious surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant discharge of pollutants into the storm drain or water way?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Violate any best management practices of the National Pollution Discharge Elimination System permit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS –				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

a. Would the project have a substantial adverse effect on a scenic vista?

No Impact

There are no scenic vistas in the project area vicinity and the project would not result in any physical changes to the natural or built environment. The interim ordinance only involves the reuse of existing buildings and aircraft hangars for future land uses not currently permitted in PD-19 on a temporary basis not to exceed ten years. No demolition or construction is proposed as part of this project. No specific land uses would be established as part of this interim ordinance proposal and approval of this interim ordinance does not confer any approval of any possible future land uses. Every future land use proposal in this northern portion of PD-19 would be subject to a separate project environmental review in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact

There are no scenic resources or state scenic highways in the project area vicinity.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact

Please see I (a) above for discussion.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact

The proposed interim ordinance would not involve any new construction or alteration/demolition of existing structures. While this interim ordinance

does permit temporary (maximum 10 years) land uses such as outdoor storage that could include security lighting, no specific land uses are proposed as part of this project. In addition, all outdoor storage principal land uses are permitted only with the approval of a discretionary permit such as a conditional use permit (CUP) or administrative use permit (AUP). Any future land use proposals involving outdoor storage or other activities that could alter the visual environment would be a separate project subject to its own environmental review under CEQA.

II. AGRICULTURE RESOURCES

No Impact (for a through c)

The project is not located within an agricultural zone, and there are no agricultural zones within the vicinity of the project. Approval of this interim ordinance to allow the possibility of temporary (maximum 10 years) land uses in the project area would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

III. AIR QUALITY

The South Coast Air Basin is subject to possibly some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

Air quality conditions are primarily affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The South Coast Air Basin generally has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

a. Would the project have a substantial adverse effect on a scenic vista?

No Impact

There are no scenic vistas in the project area vicinity and the project would not result in any physical changes to the natural or built environment. The interim ordinance only involves the reuse of existing buildings and aircraft hangars for future land uses not currently permitted in PD-19 on a temporary basis not to exceed ten years. No demolition or construction is proposed as part of this project. No specific land uses would be established as part of this interim ordinance proposal and approval of this interim ordinance does not confer any approval of any possible future land uses. Every future land use proposal in this northern portion of PD-19 would be subject to a separate project environmental review in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact

There are no scenic resources or state scenic highways in the project area vicinity.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact

Please see I (a) above for discussion.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact

The proposed interim ordinance would not involve any new construction or alteration/demolition of existing structures. While this interim ordinance

does permit temporary (maximum 10 years) land uses such as outdoor storage that could include security lighting, no specific land uses are proposed as part of this project. In addition, all outdoor storage principal land uses are permitted only with the approval of a discretionary permit such as a conditional use permit (CUP) or administrative use permit (AUP). Any future land use proposals involving outdoor storage or other activities that could alter the visual environment would be a separate project subject to its own environmental review under CEQA.

II. AGRICULTURE RESOURCES

No Impact (for a through c)

The project is not located within an agricultural zone, and there are no agricultural zones within the vicinity of the project. Approval of this interim ordinance to allow the possibility of temporary (maximum 10 years) land uses in the project area would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

III. AIR QUALITY

The South Coast Air Basin is subject to possibly some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

Air quality conditions are primarily affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The South Coast Air Basin generally has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward **and then eastward** over Whittier, Covina, Pomona and Riverside.

The majority of pollutants normally found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are dominated by sources other than automobile exhaust.

a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

No Impact

The Southern California Association of Governments has determined that if a project is consistent with the growth forecasts for the sub-region in which it is located, it is consistent with the Air Quality Management Plan (AQMP) and regional emissions are mitigated by the control strategy specified in the AQMP. This project would not generate new emissions since this project only involves approval of an interim ordinance that would allow the possibility of new land uses in the existing buildings and aircraft hangars. Any future land use proposals would be subject to separate project environmental review as applicable under CEQA. As such, this project would not conflict with or obstruct implementation of the Air Quality Management Plan.

b. Would the project violate any air quality standard or contribute to an existing or projected air quality violation?

No Impact

Please see Section III (a) above for discussion. No construction or building alteration/demolition is proposed as part of this interim ordinance project.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

No Impact

Please see Section III (a) and (b) above for discussion.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

No Impact

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. The only land use accommodating sensitive receptors in close proximity to the project area is the Long Beach City College campus facility located between Faculty and Clark Avenues east of the project area. However, the interim ordinance proposal would not produce significant levels of any emission that could affect sensitive receptors since this project only allows the possibility of new temporary land uses rather than proposing or approving the establishment of any specific future land uses. Any future proposals to establish specific land uses would be subject to separate environmental review under CEQA.

e. Would the project create objectionable odors affecting a substantial number of people?

No Impact

The project would not create any new sources of objectionable odors. The project would not change the nature of existing project area land uses but rather would allow the possibility of new types of temporary (maximum 10 years) land uses that would be subject to separate CEQA environmental review. No specific land uses would be established as part of this interim ordinance proposal.

IV. BIOLOGY

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact

The project site is currently used for manufacturing land uses related to production of the Boeing 717 commercial aircraft. There are no wildlife habitats in or around the project area. The project would not require State and federal approvals. Therefore, the project would not result in any adverse biological impacts.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in

local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact

Please see Section IV (a) above for discussion.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?

No Impact

Please see Section IV (a) above for discussion. There would be no removal, filing, hydrological interruption or other adverse disruptions of navigable waters occurring as a result of project approval.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact

Please see Section IV (a) above for discussion.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact

There are no applicable local policies or ordinances that would conflict with this proposed interim ordinance to allow temporary land uses in existing structures.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact

Please see Section IV (a) above for discussion.

V. CULTURAL RESOURCES

There is some evidence to indicate that primitive people inhabited portions of the city as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient people have been destroyed as the city has been developed. Of the archaeological sites remaining, many of them seem to be located in the southeast sector of the city. No adverse impacts are anticipated to cultural resources.

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?

No Impact

There are no historic resources in or around the project area. The project simply involves allowing new types of temporary land uses without any physical alteration to the project area. Any future land use proposal would be a separate project subject to a separate CEQA environmental review.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?

No Impact

Since the proposed project does not involve any excavation, it would not result in any impacts to any archaeological resource.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact

Please see Sections V (a) and (b) above for discussion.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Impact

Please see Sections V (a) and (b) above for discussion.

VI. GEOLOGY AND SOILS

a. **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

No Impact

Per Plate 2 of the Seismic Safety Element of the General Plan, no faults are known to pass beneath the project area, and the area is not in the Alquist-Priolo Special Studies Zone. The most significant fault system in the vicinity is the Newport-Inglewood fault zone. Other potentially active faults in the area are the Richfield Fault, the Marine Stadium Fault, the Palos Verdes Fault and the Los Alamitos Fault. Because the proposed project would not approve or establish any new land use or construction activities, "No Impact" would be the appropriate response. Any future land use proposal would be a separate project subject to a separate CEQA environmental review.

ii) **Strong seismic ground shaking?**

No Impact

The proximity of the Newport-Inglewood Fault could create substantial ground shaking at the proposed site if a seismic event occurred along the fault. However, there are numerous variables that determine the level of damage at a given location. Given these variables, it is not possible to determine the level of damage that may occur within the project area during a seismic event. The project, however, does not involve any new construction or alteration/demolition of any existing structures and therefore no impacts would occur as a result of project approval.

iii) **Seismic-related ground failure, including Liquefaction?**

No Impact

The project area is located in an area of low liquefaction potential based upon Plate 7 of the Seismic Safety Element of the City's General Plan. Since no structural alterations are proposed for this interim ordinance, no impacts would occur from this project.

iv) Landslides?

No Impact

Per the Seismic Safety Element, the project vicinity is not near any areas of relatively steep slopes and no landslides are anticipated to occur in or around the project area. Again, since the project does not involve approval of any land uses or physical alteration of the project area, no impacts would occur from this project.

b. Would the project result in substantial soil erosion or the loss of topsoil?

No Impact

The project would not result in any soil erosion since no physical alterations to the project area are proposed as part of this interim ordinance project.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact

Plate 5 of the Seismic Safety Element shows that the project area is not nearby any subsidence hazard areas. Please see Sections VI (a. iii) and (b) above for further discussion.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No Impact

Per Plate 3 of the Seismic Safety Element, the project area vicinity is characterized by underlying Miocene and Pleistocene units covered by a thin layer of sandy and clayey alluvial materials. These units are highly variable ranging from cohesionless sand and silty sand to cohesive clayey silt. Since the interim ordinance proposal does not involve any construction or physical alterations of the project area, no significant impacts would result from this project.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

No Impact

The project does not involve the use of septic tanks or any alternative types of waste water disposal.

VII. HAZARDS AND HAZARDOUS MATERIALS

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant With Mitigation Incorporation

A Phase II Soil Investigation and Screening Level Human Health Risk Assessment on the project area was prepared by Haley & Aldrich in 2002 (See Attachment A). The California Regional Water Quality Control Board issued two "No Further Action" letters dated March 19, 2004 and March 23, 2004 determining that based on a review of this Phase II report, the project area (referred to in this report as Areas P and Q) can be "redeveloped for unrestricted land use, including residential use." The only exception to this determination was a small portion of the project area southwestern corner impacted by benzoapyrene. The Water Board stated this impact was still within acceptable limits for commercial and industrial uses, but not residential uses.

A Work Plan submitted by Boeing in 2006 was approved by the Water Board for the remediation of this small area to eventually reach the "unrestricted land use" level permitting all types of land uses as the rest of the project area (see Attachment B for copies of all correspondence from the Regional Water Quality Control Board). However, residential land uses are not permitted in either the current or proposed PD-19 code and therefore current site soil conditions would not pose a hazard to persons occupying the project area.

While there are no known hazardous materials storage sites, the project area includes older manufacturing structures which may contain asbestos and/or lead paint. There will be no demolition of any structures which could contain asbestos and/or lead paint. There will be no transport, use or disposal of any hazardous materials as a result of project approval. However, the project does involve the reuse of these existing structures with the possibility of new types of land uses previously not established in

the project area. In order to ensure that persons involved in any future land uses would not be exposed to asbestos, lead paint or any other potentially hazardous materials in the existing project area structures, the following mitigation measure is recommended:

Mitigation Measure VII-1: Prior to issuance of any Certificate of Occupancy pursuant to a building permit, the applicant shall provide written verification that all applicable structures are in strict compliance with all local and State regulations regarding exposure of persons to hazardous materials.

It is anticipated that any potential impacts will be reduced to a less than significant level with mitigation incorporation.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant With Mitigation Incorporation

Please see Section VII (a) above for discussion. Mitigation Measure VII-1 would reduce any potential public hazards from potentially hazardous materials in the existing project area buildings to a less than significant level. Any future land use proposals, including projects that could involve the storage or handling of any hazardous materials, would be subject to a separate environmental review process under CEQA.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact

The only nearby school facility is Long Beach City College to the northeast of the project area. The interim ordinance would not approve or accommodate any hazardous emissions. Any future land use proposal would be subject to separate environmental review in accordance with CEQA. Please see Section VII (a) and (b) above for further discussion.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The Cortese List does not identify the proposed project area as contaminated with hazardous materials.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact

The proposed project does not establish any new land uses or create any structural changes to the physical environment. As discussed above in Section VII (b), any future land use proposals that could involve the storage or handling of any hazardous materials would be subject to a separate environmental review process under CEQA.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact

Please see Section VII (e) above for discussion.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact

Since the proposed interim ordinance will not establish any new land uses but rather allow the possibility of other types of future land uses beyond what is currently permitted in PD-19, approval of this interim ordinance will not interfere with any adopted emergency response plan or emergency evacuation plan. Please see Sections VII (a) and (b) above for further discussion.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild

lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

No Impact

Please see Section VII (g) above for discussion.

VIII. HYDROLOGY AND WATER QUALITY

The Flood Insurance Administration prepared a Flood Hazard Map designating potential flood zones (based on the projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers) which was adopted in July 1998. The latest revision to this Flood Map was on January 11, 2002. The project area is located in Zone X, which indicates this area is either in the 500 year floodplain; in the 100 year floodplain with average depths of less than one foot or within drainage areas less than one square mile and areas protected by levees from 100 year floods; or in an area determined to be outside the 500 year floodplain. Zone X is considered to be an area with a low probability of flood inundation.

a. Would the project violate any water quality standards or waste discharge requirements?

No Impact

The proposed interim ordinance will not create any physical changes in or around the project area. Approval of this ordinance would not generate any water discharges, water consumption or any type of urban runoff. Any future land use proposals would be subject to a separate environmental review process under CEQA.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact

The project would have no impact on groundwater supplies since approval of this project would only result in allowing the possibility of future types of lands uses not currently permitted in PD-19.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact

Please see Sections VIII (a) and (b) above for discussion.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?

No Impact

The project would not result in flooding or upset and would not alter the proposed drainage infrastructure. Please see Sections VIII (a) and (b) above for further discussion.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

No Impact

The project area is fully developed with existing buildings, aircraft hangars, and surface parking lots. Therefore, the entire project area is characterized by existing structures and impervious surfaces. The proposed interim ordinance would not alter this built environment. Please see Sections VIII (a) and (b) above for further discussion.

f. Would the project otherwise degrade water quality?

No Impact

Please see Sections VIII (a) and (b) for discussion.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact

There are no residential structures in or around the project area and no new residential units would be constructed as a result of project approval. Please see Sections VIII (a) and (b) for further discussion.

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact

The project does not involve any potential for redirection of flood flows. Please see Sections VIII (a) and (b) for further discussion.

i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact

The project area is located in Zone X, which has a low probability of flood inundation. The project area is not located within proximity of a levee or dam and no impacts to people or structures would occur through approval of this interim ordinance.

j. Would the project result in inundation by seiche, tsunami or mudflow?

No Impact

Per Plate 11 of the Seismic Safety Element, the project area is not within a zone influenced by the inundation of seiche, tsunami, or mudflow.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

No Impact

The project area is not located in an established residential community and project approval would not lead to physically dividing any existing community. The project area is currently improved with existing buildings, aircraft hangars, and surface parking lots. There are no residential or commercial retail land uses in the project area and none would be established as a result of project approval.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant With Mitigation Incorporation

The proposed interim ordinance would allow the possibility of temporarily establishing some types of future land uses that are not currently permitted in the applicable zoning district (PD-19, the Douglas Aircraft Planned Development District). Land uses in PD-19 are presently restricted to only office, research and development, aircraft manufacturing, and fixed base operations. This interim ordinance would allow additional types of land uses for a period of up to ten years after ordinance adoption (see Description of Project above for the list of permitted, conditionally permitted with discretionary permit approval, and not permitted land uses) only in the portion of PD-19 that is north of Conant Street and east of Lakewood Boulevard. The PD-19 area located south of Conant Street and east of Lakewood Boulevard (presently improved with a surface parking lot) would not be affected by this interim ordinance.

Since the proposed interim ordinance would expand the types of land uses permitted in this northern portion of PD-19, the following mitigation is recommended to ensure the project will not conflict with any applicable policies or regulations:

Mitigation Measure IX-1: All future land uses in PD-19 must be in full compliance with all land use requirements of PD-19 applicable at the time of the future land use proposal, including any adopted amendments to PD-19 such as the proposed interim ordinance to allow certain types of land uses for a maximum ten year period. All future proposed land uses shall also fully comply with all applicable local, State and federal permit approvals prior to the start of project construction.

It is anticipated that any potential impacts will be reduced to a less than significant level with mitigation incorporation.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact

There are no wildlife habitats or any type of natural community in or around the project area, which is characterized by office and aircraft manufacturing land uses and supporting structures.

X. MINERAL RESOURCES

The primary mineral resource within the City of Long Beach has been oil. However, oil extraction operations within the city have diminished over the last century as this resource has become depleted due to extraction operations. Today, oil extraction continues but on a greatly reduced scale in comparison to that which occurred in the past. The project site does not contain any oil extraction operations. Development of the proposed project would not be anticipated to have a negative impact on this resource. There are no other known mineral resources on the site that could be negatively impacted by development.

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact

There are no existing or proposed mineral resource recovery activities in or around the project area. The proposed project would not impact or result in the loss of availability of any known mineral resource.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact

Please see Section X (a) above for discussion.

XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

a. Would the project result in a significant loss of pervious surface?

No Impact

There are no pervious surfaces in the project area and no physical changes are proposed by this interim ordinance.

b. Would the project create a significant discharge of pollutants into the storm drain or water way?

No Impact

The project would not generate any pollutant discharges or result in any other type of physical impact to the project area.

c. Would the project violate any best management practices of the National Pollution Discharge Elimination System permit?

No Impact

Please see Sections XI (a) and (b) for discussion.

XII. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Measuring noise levels involves intensity, frequency, and duration, as well as time of occurrence.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA CNEL for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has an adopted Noise Ordinance that sets exterior and interior noise standards.

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

No Impact

Project implementation would only result in allowing the possibility of future land uses in the project area that are not currently permitted in the applicable PD-19 zoning district but does not involve any approval or establishment of any such possible land uses. Any future land use proposals, including projects that could potentially involve the exposure of

persons to or generation of excessive noise levels, would be subject to a separate environmental review process under CEQA.

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

No Impact

Adoption of the interim ordinance would not result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels. Please see Section XII (a) for further discussion.

c. Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact

The project would not create permanent increases in ambient noise levels since this interim ordinance would only allow the possibility of temporary types of future land uses but does not involve any approval or establishment of any such possible land uses. Please see Section XII (a) for further discussion.

d. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact

Please see Section XII (a) for discussion.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact

Please see Section XII (a) for discussion.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?

No Impact

Please see Section XII (a) for discussion.

XIII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. At the time of the 2000 Census, Long Beach had a population of 461,522, which presents a 7.5 percent increase from the 1990 Census. As of January 1, 2007 (the latest estimates available), Long Beach has a population of 492,912.

a. Would the project induce substantial population growth in an area, either directly or indirectly?

No Impact

None of the possible types of land uses that could be permitted under this interim ordinance involve any residential uses. The project simply involves the possible reuse of existing buildings and aircraft hangars with temporary land uses (permitted for a period of time not to exceed 10 years) that would not directly or indirectly generate any housing or employment growth inducements that could lead to population growth.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact

There are no housing units in or nearby the project area and project implementation would have no impact on any existing housing units in the City.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact

Please see Section XIII (b) above for discussion.

XIV. PUBLIC SERVICES

Fire protection is provided by the Long Beach Fire Department. The Department has 23 in-city stations. The Department is divided into Fire Prevention, Fire Suppression, Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

The Long Beach Police Department serves the project site. The Department is divided into Patrol, Traffic, Detective, Juvenile, Vice, Community, Jail, Records, and Administration Sections. The City has four Patrol Divisions; East, West, North and South.

The City of Long Beach is primarily served by the Long Beach Unified School District, which also serves the Cities of Signal Hill, and most of Lakewood. The District has been operating at or over capacity in recent years.

Would the proposed project have an adverse impact upon any of the following public services:

a. Fire protection?

No Impact

Approval of the proposed interim ordinance would not create any new demands on local fire protection services. Any future land use proposals in the project area would be subject to separate environmental review under CEQA.

b. Police protection?

No Impact

The project is not growth inducing nor would it create any new demands on local services. The project would not create an environment conducive to criminal activity.

c. Schools?

No Impact

The project would not create any new housing units nor create conditions that would lead to new housing unit creation.

d. Parks?

No Impact

The project would not create the demand for additional park lands or park facilities.

e. Other public facilities?

No Impact

The project would not create any new significant demands on local library services or other local public services.

XV. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact

The project would not create any new impacts to parks or park facilities.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact

Please see Section XV (a) above for discussion.

XVI. TRANSPORTATION/TRAFFIC

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

No Impact

The project would not generate increases in vehicular traffic or alter existing traffic patterns since no land uses or structures would be established or expanded by project approval. The proposed interim ordinance would simply allow the possibility of temporary future land uses

currently not permitted in PD-19 without any approval or establishment of such possible land uses. Any future land use proposals in the project area would be subject to separate environmental review under CEQA.

b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No Impact

Please see Section XVI (a) above for discussion.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact

The project does not involve any aircraft or airport use.

d. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact

Please see Section XVI (a) above for discussion.

e. Would the project result in inadequate emergency access?

No Impact

Approval of the proposed interim ordinance would have no effect on emergency access capabilities in or around the project area.

f. Would the project result in inadequate parking capacity?

No Impact

The proposed project would not eliminate, alter or expand any existing parking facilities in or around the project area. Please see Section XVI (a) above for further discussion.

g. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact

The proposed project would not eliminate, alter or expand any existing forms of alternative transportation. Please see Section XVI (a) above for further discussion.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project::

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?**
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g) Comply with federal, state, and local statutes and regulations related to solid waste?**

No Impact

The project would not place a burden on any utility or service system since the project would not impact these existing systems. The proposed interim ordinance would simply allow the possibility of future land uses currently not permitted in PD-19 without any approval or advocacy of such possible land uses. Any future land use proposals in

the project area would be subject to separate environmental review under CEQA.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact

There are no wildlife habitats or any type of plant or animal community in or around the project area. Project approval would have no impact on the natural environment.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No Impact

The proposed project is not anticipated to have a cumulative considerable effect on the environment since it would not generate any new housing or employment growth incentives. The project is not considered growth inducing since it simply allows the possibility of temporary future land uses that are not currently permitted in PD-19.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporation

Reuse of the existing buildings and aircraft hangars in the project area could result in potential hazards (possible exposure to asbestos and lead paint) and potential land use conflicts (establishment of future land uses in conflict with applicable PD-19 standards). However, the mitigation measures set forth would reduce these potential impacts to a less than significant level.

**MITIGATION MONITORING PLAN
MITIGATED NEGATIVE DECLARATION ND
PD-19 INTERIM ORDINANCE PROJECT**

VII. HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure VII-1: Prior to issuance of any Certificate of Occupancy pursuant to a building permit, the applicant shall provide written verification that all applicable structures are in strict compliance with all local and State regulations regarding exposure of persons to hazardous materials.

Monitoring Phase: Prior to Certificate of Occupancy approval

Enforcement Agencies: Planning and Building Department, Health Department, California Regional Water Quality Control Board

Monitoring Agencies: Planning and Building Department, Health Department, California Regional Water Quality Control Board

IX. LAND USE AND PLANNING

Mitigation Measure IX-1: All future land uses in PD-19 must be in full compliance with all land use requirements of PD-19 applicable at the time of the future land use proposal, including any adopted amendments to PD-19 such as the proposed interim ordinance to allow certain types of land uses for a maximum ten year period. All future proposed land uses shall also fully comply with all applicable local, State and federal permit approvals prior to the start of project construction.

Monitoring Phase: Prior to Certificate of Occupancy approval

Enforcement Agency: Planning and Building Department

Monitoring Agency: Planning and Building Department

ATTACHMENT A
PHASE II SOIL INVESTIGATION

REPORT

**PHASE II SOIL INVESTIGATION AND
SCREENING LEVEL HUMAN HEALTH RISK ASSESSMENT**

ENVIRONMENTAL INVESTIGATION AREA Q
BOEING REALTY CORPORATION
FORMER C-1 FACILITY
LONG BEACH, CALIFORNIA

March 5, 2002

REPORT

PHASE II SOIL INVESTIGATION AND
SCREENING LEVEL HUMAN HEALTH RISK ASSESSMENT

ENVIRONMENTAL INVESTIGATION AREA Q
BOEING REALTY CORPORATION
FORMER C-1 FACILITY
LONG BEACH, CALIFORNIA

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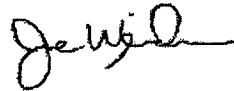
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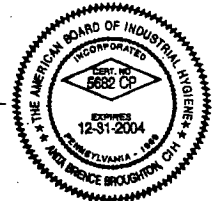
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March 5, 2002

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**Phase II Soil Investigation and
Screening Level Human Health Risk Assessment**

Environmental Investigation Area Q
Boeing Realty Corporation Former C-1 Facility, Long Beach, California

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LIST OF ABBREVIATIONS AND ACRONYMS

ARB	Air Resources Board
bgs	Below ground surface
BRC	Boeing Realty Corporation
CAS	Chemical Abstract Service
CEM	Conceptual Evaluation Model
COPC	Chemicals of potential concern
DAC	Douglas Aircraft Company
DAF	Dilution Attenuation Factor
1,1-DCA	1,1-Dichloroethane
1,1-DCE	1,1-Dichloroethylene
cis-1,2-DCE	cis-1,2-Dichloroethylene
trans-1,2-DCE	trans-1,2-Dichloroethylene
DMP	Data Management Plan
DTSC	Department of Toxic Substances Control
ECI	Ecology Control Industries
EDMS	Environmental Data Management System
EIA	Environmental Investigation Area
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ET	Environmental Target
FAL	Field Action Level
GWWP	Groundwater Assessment Work Plan
HASP	Health and Safety Plan
IDW	Investigation-derived waste
LARWQCB	California Regional Water Quality Control Board, Los Angeles Region
LEL	lower explosive limit
µg/L	Micrograms per liter
MCL	Maximum Contaminant Level
MDL	Method Detection Limit
mg/kg	Milligrams per kilogram
msl	Mean sea level
OEHHA	Office of Environmental Health Hazard Assessment
QAPP	Quality Assurance Project Plan
QA/QC	Quality Assurance/Quality Control
PAH	Polynuclear aromatic hydrocarbon
PCB	Polychlorinated biphenyl
PCE	Tetrachloroethylene
PID	Photoionization detector

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LIST OF ABBREVIATIONS AND ACRONYMS

ARB	Air Resources Board
bgs	Below ground surface
BRC	Boeing Realty Corporation
CAS	Chemical Abstract Service
CEM	Conceptual Evaluation Model
COPC	Chemicals of potential concern
DAC	Douglas Aircraft Company
DAF	Dilution Attenuation Factor
1,1-DCA	1,1-Dichloroethane
1,1-DCE	1,1-Dichloroethylene
cis-1,2-DCE	cis-1,2-Dichloroethylene
trans-1,2-DCE	trans-1,2-Dichloroethylene
DMP	Data Management Plan
DTSC	Department of Toxic Substances Control
ECI	Ecology Control Industries
EDMS	Environmental Data Management System
EIA	Environmental Investigation Area
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ET	Environmental Target
FAL	Field Action Level
GWWP	Groundwater Assessment Work Plan
HASP	Health and Safety Plan
IDW	Investigation-derived waste
LARWQCB	California Regional Water Quality Control Board, Los Angeles Region
LEL	lower explosive limit
µg/L	Micrograms per liter
MCL	Maximum Contaminant Level
MDL	Method Detection Limit
mg/kg	Milligrams per kilogram
msl	Mean sea level
OEHHA	Office of Environmental Health Hazard Assessment
QAPP	Quality Assurance Project Plan
QA/QC	Quality Assurance/Quality Control
PAH	Polynuclear aromatic hydrocarbon
PCB	Polychlorinated biphenyl
PCE	Tetrachloroethylene
PID	Photoionization detector

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ppmv	parts per million by volume
PRG	Preliminary Remediation Goal
PTS	PTS Laboratories, Inc.
RAWP	Risk Assessment Work Plan
RDL	Reporting Detection Limit
REL	Reference Exposure Level
RME	reasonable maximum exposure
SAP	Sample and Analysis Plan
SAW	Site-wide Assessment Work Plan
SGSC	Soil Gas Screening Concentrations
SRA	Screening level risk assessment
SSL	Soil Screening Level
STL	Severn Trent Laboratories, Inc.
SWMP	Soil and Waste Management Plan
1,1,1-TCA	1,1,1-Trichloroethane
TPH	Total petroleum hydrocarbons
USCS	Unified Soil Classification System
UST	Underground storage tank
VOCs	Volatile organic compounds

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EXECUTIVE SUMMARY

Boeing Realty Corporation (BRC) is redeveloping a large portion of the former C-1 Facility (the facility) in Long Beach, California, located as shown in Figure 1. As part of the redevelopment process, BRC retained a multi-disciplinary team of environmental consultants to investigate subsurface conditions beneath the facility under the oversight of the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB). The team included Haley & Aldrich, Inc., England Geosystem, Inc., and Ogden Environmental and Energy Services, which were responsible for a comprehensive "Phase II" investigation of vadose zone soils.

For the purpose of the Phase II investigation, the 343-acre facility was divided into 18 environmental investigation areas (EIAs), referred to as EIA A through EIA R. This report documents the investigation conducted in EIA Q, which occupies 18.7 acres on the east side of the facility (see Figure 2). Boeing intends to continue aircraft assembly operations on property east of Lakewood Boulevard (encompassing EIAs P, Q, and R), thus the area addressed in this report is not subject to redevelopment plans. The EIA Q investigation was conducted, however, in order to complete a comprehensive assessment of the entire former C-1 Facility.

EIA Q includes Buildings 85, 86, and 87 and ancillary Buildings 109, 109A, 110, 113, and 131 as well as the surrounding paved open areas. The investigation focused on 23 environmental targets (ETs) identified as being of potential concern based on a review of historical aircraft and related manufacturing operations in EIA Q. The ETs included such features as paint booths, electrical transformers, sumps, and underground storage tanks (USTs). In addition, the Phase II soil investigation in EIA Q also addressed "open areas," such as paved storage and parking areas, in which there were no known ETs.

The Phase II soil investigation in EIA Q was performed in accordance with an EIA-specific sampling and analysis plan (SAP). A draft of the SAP for EIA Q was reviewed and approved by the LARWQCB on November 14, 2000, and the final version was issued on December 1, 2000 (Ogden, 2000a). The Phase II soil investigation in EIA Q also conformed to the site-wide strategies and protocols outlined in the Site-wide Soil Assessment Work Plan (SAW), Site-wide Quality Assurance Project Plan (QAPP), Site-wide Health and Safety Plan (HASP), and other site-wide planning documents (Ogden, 2000b-2000e) approved by the LARWQCB.

The Phase II soil investigation in EIA Q involved the collection and analysis of 74 soil gas samples from 67 probes and the collection and analysis of 146 soil samples from 88 borings, as shown on Figures 5 and 6, respectively. The soil gas samples were analyzed for volatile organic compounds (VOCs) in accordance with LARWQCB protocols. The soil samples were analyzed, using standard U.S. Environmental Protection Agency (EPA) methods, for one or more of the following: VOCs, **total petroleum hydrocarbons (TPH)**, **semi-volatile organic compounds**

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(SVOCs), polynuclear aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), inorganic compounds, and pH.

Prior to the initiation of the sampling and analysis program, a preliminary risk assessment was conducted to establish field action levels (FALs) and soil gas screening concentrations (SGSCs) for potential compounds of concern compared to residential risk exposure criteria. Soil sample results were compared to the residential soil FALs and soil gas samples were compared to residential SGSCs for a general evaluation of areas requiring further review. Once the sampling and analysis program was completed, a human health risk assessment was conducted for the EIA using all of the data collected for that area.

All twenty-three of the ETs identified in EIA Q were investigated during the subject Phase II soil investigation. Building 87, ET 3 (underground pit in paint storage area), was evaluated with borings for Building 87, ET 1 (paint storage area). Open areas, such as parking lots and large interior areas in which there are no ETs, were also investigated. The results of the investigations for each ET are summarized in below.

Building Number	Environmental Target	Organic Chemicals Detected Above FALs (1)	Inorganic Chemicals Detected Above Background
85	1	None	Chromium (total), Lead
	2	None	None
	3	None	None
	4	None	Not Analyzed
	5	1,1-dichloroethane	None
	6	None	None
	7	None	Not Analyzed
	OA	None	None
86	1	None	Chromium (total)
	2	None	None
	3	None	None
	4	None	None
	5	Benzo(a)pyrene	Not Analyzed
87	1	None	None
	2	None	None
	3	None	None
	4	None	None
	5	None	None
	6	None	None
	7	None	None
	8	None	Not Analyzed
	9	None	Not Analyzed
	10	None	Not Analyzed
	11	None	Not Analyzed
OA	None	Chromium (total)	

(1) Refers to residential soil FALs for organic compounds in soil and residential SGSCs for organic compounds in soil gas.

**Phase II Soil Investigation and
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Forty-five of the 130 soil samples analyzed for VOCs contained detectable concentrations of VOCs. In one soil sample (the 5-foot soil sample from ET 5 in Building 85), TCE was detected at a level exceeding the residential soil FAL of 27 $\mu\text{g}/\text{kg}$. In all other soil samples from EIA Q, however, the reported VOC concentrations were below the corresponding residential soil FALs.

To further investigate the TCE finding at Building 85, ET 5, step out borings were performed. TCE was not detected in the step out borings at concentrations greater than the FAL. No other VOCs were detected in the step-out borings.

Of the 74 soil gas samples collected in EIA Q, 27 contained detectable concentrations of one or more of the following four VOCs: PCE, TCE, 1,1,1-TCA, and 1,1,2-trichloro-1,2,2-trifluoroethane (Freon 113). The reported VOC concentrations in soil gas were at all less than their respective soil gas screening concentration (SGSC).

TPH was reported in 29 of the 85 soil samples analyzed for TPH. Gasoline-range (C8-C13) TPH was detected in one soil sample (the 5-foot sample of Boring Q0860202) at a concentration of 8.9 mg/kg. The maximum diesel (C14-C23) and oil (C24-C40+) range TPH concentrations were found in the 1-foot soil sample of Boring Q0860202 at concentrations of 227 mg/kg and 1320 mg/kg, respectively. This boring targeted a paint booth and wing tank sealing operation at Building 86. All of the detected TPH concentrations were below the residential soil FALs.

Low concentrations of SVOCs, including PAHs, were detected in four of nine samples analyzed for these compounds. The maximum reported concentration was 410 $\mu\text{g}/\text{kg}$ of fluoranthene in the 10-foot sample of Boring Q0860502. This same sample contained benzo(a)pyrene at a concentration of 260 $\mu\text{g}/\text{kg}$, in excess of its residential soil FAL of 100 $\mu\text{g}/\text{kg}$. This boring targeted three former underground storage tanks at Building 86, ET 5.

PCBs and were detected at low concentrations in five of thirteen samples analyzed. PCB concentrations were all less than the respective FALs.

Naturally occurring inorganic compounds were present in soil samples collected throughout EIA Q. Concentrations of chromium and lead appear to be significantly different from background levels and are Constituents of Potential Concern (COPCs) for EIA Q.

With the possible exception of TCE at Building 85, ET 5, concentrations of organic or inorganic compounds reported in the vadose zone beneath EIA Q do not appear to constitute sources of groundwater contamination. Interpretation of groundwater data (see Section 4) suggests that a potential source of VOC contamination may exist in or around Building 85, which is consistent with the findings of TCE in soil above the residential soil FAL in this area. However, a soil vapor extraction (SVE) treatability test was conducted at Building 85. The results of the SVE treatability test suggest that there is limited TCE available for recovery in this area. Based on the low concentrations of TCE detected during the SVE treatability test and the low concentrations

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of TCE detected during the Phase II soil assessment, it was determined that soil vapor extraction will not be required in this area to protect groundwater.

A screening-level human health risk assessment was conducted using an exposure scenario that assumed the maximum observed concentrations were present across the entire EIA and that the concentrations would remain in place throughout the period of exposure. These assumptions are inherently conservative and protective of human health because area-wide average concentrations are lower than the maximums and because organic concentrations will decline with time throughout the period of exposure. The risk to human health associated with the organic and inorganic constituents present in vadose zone soil beneath EIA Q was assessed for the land use scenarios being considered by BRC. These land use scenarios include:

- For a current and future commercial/light industrial land use scenario, the estimated excess lifetime cancer risk is almost four times lower than the acceptable risk level, and the total hazard index for noncarcinogenic effects is over 100 times lower than the acceptable risk level. The 99th percentile blood lead concentration predicted by the DTSC LEADSPREAD model for the occupational worker is almost three times less than the acceptable blood lead level of 10 µg/dL.
- For a future residential land use scenario, the estimated excess lifetime cancer risk is approximately two times greater than the acceptable risk level, and the total hazard index for noncarcinogenic effects is almost ten times lower than the acceptable risk level. The 99th percentile blood lead concentrations predicted by the DTSC LEADSPREAD model for the residential child and adult are almost two and almost three times less than the acceptable blood lead level of 10 µg/dL, respectively.

In summary, shallow soil underlying EIA Q has been investigated through the collection and analysis of soil gas and soil samples at identified environmental targets. Concentrations of inorganic compounds from all but four soil samples were below facility-specific background levels. Only one of the samples analyzed contained significant VOC concentrations. Combined with the co-location of VOCs in groundwater, this area (Building 85, ET 5) may constitute a source of groundwater impact. The SVOC, benzo(a)pyrene, was detected in one sample at a level above the residential soil FAL. Based on the subsurface data obtained to date and the assumptions presented in the SRA, it is the professional opinion of Haley & Aldrich, Inc. and England Geosystem, Inc. that no further assessment of human health risk or remedial action is required to protect human health for current site occupants at EIA Q. In addition it is the professional opinion of Haley & Aldrich, Inc. and England Geosystem, Inc. that no further assessment of human health risk or remedial action to protect human health for future site occupants is required at EIA Q if redeveloped for commercial or light industrial purposes. However, should future residential land use be planned in this area, it is recommended that either 1) benzo(a)pyrene concentrations greater than 0.186 mg/kg be remediated, or 2) a detailed site-specific risk assessment be conducted to provide a more accurate understanding of potential

**Phase II Soil Investigation and
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Environmental Investigation Area Q
Boeing Realty Corporation Former C-1 Facility, Long Beach, California

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future health risk and to assist with further evaluating the need for remediation. Should additional chemical data become at EIA Q, it will be evaluated using the same risk assessment process, and risk identified and mitigated, as appropriate.

ATTACHMENT B

**CALIFORNIA REGIONAL
WATER QUALITY CONTROL BOARD
CORRESPONDENCE**



California Regional Water Quality Control Board

Los Angeles Region



Terry Tamminen
Secretary for
Environmental
Protection

Over 51 Years Serving Coastal Los Angeles and Ventura Counties

Recipient of the 2001 *Environmental Leadership Award* from *Keep California Beautiful*

Arnold Schwarzenegger
Governor

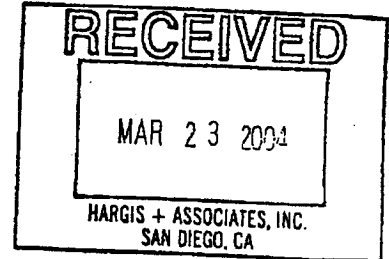
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March 19, 2004

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R. Nierneyer H. Wochnick D. Robinson
S. Berryman S. Netto J. Sacks



NO FURTHER ACTION FOR SOIL ONLY - BOEING REALTY CORPORATION, C-1 FACILITY, ENVIRONMENTAL INVESTIGATION AREA - P, 3855 LAKEWOOD BOULEVARD, LONG BEACH (CLEANUP AND ABATEMENT ORDER NO. 95-048, FILE NO. 95-034, SLIC NO. 399)

Dear Mr. Mossman:

Los Angeles Regional Water Quality Control Board (Regional Board) staff has reviewed the *Phase II Soil Investigation and Screening Level Human Health Risk Assessment, Environmental Investigation Area P, Boeing Realty Corporation Former C-1 Facility, Long Beach, California* (Report) dated February 5, 2002, prepared by Haley & Aldrich and England Geosystem, Incorporated. The following information is presented in the Report:

1. The Boeing Realty Corporation (BRC) C-1 aircraft manufacturing facility (Facility) has been in operation since the early 1940's. The 343-acre facility was divided into 18 environmental investigation areas (EIAs), referred to as EIA A through EIA R. EIA P occupies approximately 35.01 acres. EIA P includes Buildings 80, 81, 82, 83, 84, 89 and several smaller support structures north of Buildings 80 and 84, underground storage tanks (USTs 31T, 34T, and 35T) and surrounding paved open areas.
2. Thirteen environmental targets (ETs) were identified and listed above in the Report. A detailed description of the investigation approach, and results for EIA P is presented in the Report. In summary, 71 soil samples were collected from 42 borings to depths up to approximately 20 feet below ground surface (BGS). Soil samples were collected at depths ranging from 1 to 20 feet BGS and analyzed for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), metals, polychlorinated biphenyls (PCBs), semi-volatile organic compounds (SVOCs), and/or polynuclear aromatic hydrocarbons (PAHs). Thirty-nine soil gas samples were collected from 33 probes and analyzed for VOCs in accordance with Regional Board protocols.
3. Concentrations of VOCs and metals were below site specific screening levels, and therefore do not pose a risk to human health.
4. Groundwater beneath EIA P has been impacted by upgradient sources located in EIAs I, L and M or I. A groundwater remedial action plan and waste discharge requirements (WDRs) have already been

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**Phase II Soil Investigation and
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Boeing Realty Corporation Former C-1 Facility, Long Beach, California

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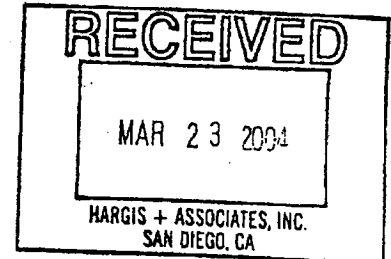
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March 19, 2004

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CC:	C. Ross	K. Coons	G. Waggle
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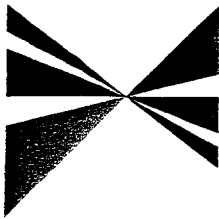
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Tribal Government Representative: Andrew Masciel Sr., Pechanga Band of Luisefro Indians

Ventura County: Linda Parks, Ventura County - Glen Becerra, Simi Valley - Carl Morehouse, San Buenaventura - Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

September 11, 2007

Ms. Angela Reynolds
Environmental Planning Officer
333 W. Ocean Boulevard 5th Floor
Long Beach, CA 90802

RE: SCAG Clearinghouse No. I 20070525 PD-19 Interim Ordinance Project

Dear Ms. Reynolds:

Thank you for submitting the **PD-19 Interim Ordinance Project** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **PD-19 Interim Ordinance Project**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **August 16-31, 2007 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1856. Thank you.

Sincerely,

SHERYLL DEL ROSARIO
Associate Planner
Intergovernmental Review

Doc #139756

CITY OF LONG BEACH
PD-19 INTERIM ORDINANCE PROJECT

RESPONSES TO COMMENTS

MITIGATED NEGATIVE DECLARATION
ND 28-07

October 2007

City of Long Beach
Department of Planning and Building
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

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**MITIGATED NEGATIVE DECLARATION 28-07
RESPONSES TO COMMENTS**

ENVIRONMENTAL REVIEW PROCESS

PUBLIC REVIEW

The public comment period on Mitigated Negative Declaration (MND) 28-07 for the proposed PD-19 Interim Ordinance Project was from August 17, 2007 to September 5, 2007. MND 28-07 has also been continuously available for public review since August 17, 2007 at the Department of Planning and Building on the 5th floor of City Hall as well as on-line at www.longbeach.gov/plan/pb/epd/er.asp.

COMMENTS ON MND 28-07

Written comments on MND 28-07 received both during and after the public review period were sent by the following entities, arranged in chronological order:

- South Coast Air Quality Management District (SCAQMD) – August 24, 2007
- California Department of Transportation (Caltrans), District 7, Regional Planning – August 27, 2007
- California Department of Transportation (Caltrans), Division of Aeronautics – August 30, 2007
- Southern California Association of Governments (SCAG) – September 11, 2007

This list contains all written comments received by the Lead Agency on MND 28-07 for the PD-19 Interim Ordinance Project.

Responses to each comment letter are provided following the comment letter. If more than one specific comment is included in a comment letter, a separate response is provided for every comment. Comment letters that provide only one comment are followed by one overall response to such letter.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

August 24, 2007

Ms. Angela Reynolds
Environmental Planning Officer
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the PD-19 Interim Ordinance Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. **In connection with developing PM2.5 calculation methodologies**, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

2

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Measures

That the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/agguide/agguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

3

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

4

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
 Program Supervisor, CEQA Section
 Planning, Rule Development and Area Sources

SS:CB:LI
 LAC070821-02AK
 Control Number

**RESPONSES TO COMMENTS FROM SOUTH COAST AIR QUALITY
MANAGEMENT DISTRICT (SCAQMD) IN LETTER DATED AUGUST 24, 2007**

This comment letter erroneously refers to the project environmental document as a draft environmental impact report (EIR) rather than a mitigated negative declaration.

Comment 1

The first paragraph of this comment letter requests a copy of the Draft EIR upon completion as well as all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files.

Response to Comment 1

The project proposal to amend the text of the PD-19 (Douglas Aircraft Planned Development District) in order to allow certain types of land uses on an interim basis (not to exceed ten years) is only a text amendment that would not involve the approval or establishment of any land uses or result in any physical changes to the project site. Any future land uses or construction proposals that would involve the types of interim land uses permitted by this text amendment would be subject to a separate environmental review process under the California Environmental Quality Act (CEQA). No EIR was prepared for this project since the project proposal would not result in any potentially significant environmental impacts and therefore the required environmental analysis under CEQA would not rise to the level of an EIR analysis. Since the only potentially significant environmental impacts from the proposed project would be less than significant with mitigation incorporation (see Mitigation Measures VII-1 and IX-1 in the Mitigation Monitoring Plan for MND 28-07), a mitigated negative declaration is the appropriate level of CEQA review for this project.

The Initial Study for MND 28-07 determined that the proposed project would have no impacts related to air quality (see pages 9 and 10 of MND 28-07), which is confirmed in the Discussion of Environmental Impacts on pages 19 through 21 of MND 28-07. Therefore, no air quality models or other air quality technical reports were prepared for this environmental analysis.

MND 28-07 contains all technical reports analyzed in the project environmental review, which consists of the Phase II Soil Investigation and Screening Level Human Health Risk Assessment dated March 5, 2002 (see Attachment A of MND 28-07) and written correspondence from the California Regional Water Quality Control Board regarding soil conditions on the project site (see Attachment B of MND 28-07). The full documentation provided in both Attachments A and B was

included in MND 28-07 and mailed in its entirety by the Lead Agency to the SCAQMD, as well as to all other responsible state and regional agencies, on August 17, 2007. No further response to this comment is necessary.

Comment 2

The second paragraph of this comment letter recommends that the Lead Agency use the 1993 SCAQMD Air Quality Handbook, or alternatively consider using the California Air Quality Resources Board (CARB) approved URBEMIS 2007 model, as guidance in preparing the air quality analysis.

The third paragraph provides an outline of the potential types of construction and operational air quality impacts, both direct and indirect, that could occur from project implementation.

The fourth paragraph provides an internet address for accessing the SCAQMD methodology used in calculating PM_{2.5} emissions from construction and operational activities and processes as well as the regional and localized PM_{2.5} significance thresholds.

The fifth paragraph provides an internet address for the SCAQMD methodology in calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs).

The sixth paragraph recommends preparation of a mobile source health risk assessment for projects generating or attracting vehicular trips.

Response to Comment 2

The recommendations provided in this comment all involve the levels of environmental analysis that might be required for a project proposal that involves potentially adverse air quality impacts generated from construction or operational activities, particularly involving dust or vehicular trips. These recommendations are generic in nature and are not intended to be specific to this project.

The project proposal is simply a text amendment that does not involve the approval or establishment of any construction or land use operations on the project site. Since this project only proposes that PD-19 allow certain types of land uses to be permitted on an interim basis not to exceed ten years, the project site would not experience any changes to the physical environment or changes in land use activities. Therefore, the project proposal would not have the potential to result in any significant adverse air quality impacts and the types of air quality analysis procedures recommended are not applicable for this project. No further response to this comment is necessary.

Comment 3

The seventh paragraph of this comment letter provides guidance in identifying possible mitigation measures in the event that the project generates significant adverse air quality impacts.

Response to Comment 3

As with the suggested approaches to analyzing potential air quality impacts in Comment 2, this comment is generic in nature and intended only to assist the Lead Agency in assessing what types of mitigation measures may be necessary to minimize or eliminate significant adverse air quality impacts. As discussed above in the Response to Comment 2, the project would not have the potential to result in any significant adverse air quality impacts and therefore no mitigation measures are necessary or appropriate for this text amendment proposal. No further response to this comment is therefore warranted.

Comment 4

The last two paragraphs of this comment letter discuss the availability of SCAQMD rules and relevant air quality reports and provide a SCAQMD staff contact resource.

Response to Comment 4

Since this discussion is informational rather than providing any comments on MND 28-07, no response is necessary.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-3747
FAX: (213) 897-1337



*Flex your power!
Be energy efficient!*

IGR/CEQA No. 070835AL, IS
PD-19 Interim Ordinance Project
Vic. LA-405 / PM 3.26

August 27, 2007

Ms. Angela Reynolds
Environmental Planning Officer
City of Long Beach
333 West Ocean Blvd, 5th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

Based on the information received, we have no comments at this time. However, on page 38 of the Initial Study, the proposed interim ordinance would simply allow the possibility of temporary future land uses currently not permitted in PD-19 without any approval or establishment of such possible land uses. Any future land use proposals in the project area would be subject to separate environmental review under CEQA. Please include this Department in the environmental review when a specific project is proposed. Thank you for the opportunity to have reviewed this project.

If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 070835AL.

Sincerely,

for Cheryl J. Powell
CHERYL J. POWELL
IGR/CEQA Branch Chief

**RESPONSES TO COMMENTS FROM CALIFORNIA DEPARTMENT OF
TRANSPORTATION (CALTRANS), DISTRICT 7, REGIONAL PLANNING
IN LETTER DATED JUNE 1, 2005**

Comment 1

This comment letter states that while they have no comments at this time, any future land use proposals would be subject to separate environmental review under CEQA and requests that they are notified whenever a specific project is proposed.

Response to Comment 1

Caltrans, as a responsible agency, will be notified of any future project proposals that are subject separate CEQA environmental review. Since no comments are provided on this project proposal and no other environmental issues were raised in this letter, no further response is necessary.

Comment 2

This last paragraph provides the phone numbers of available Caltrans staff resources.

Response to Comment 2

Since this discussion is informational rather than providing any comments on MND 28-07, no response is necessary.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

*Flex your power!
Be energy efficient!*

August 30, 2007

Ms. Angela Reynolds
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Reynolds:

City of Long Beach Notice of Negative Declaration for the PD-19 Interim Ordinance Project

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operational safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for an interim ordinance modifying the existing PD-19 (Douglas Aircraft Planned Development District) to allow for interim land uses on the former Boeing 717 commercial aircraft plant site located north of Conant Street and east of Lakewood Boulevard. The location places the site approximately 1,200 feet northeast of Runway 25R at Long Beach Airport-Daugherty Field.

Long Beach is an active airport, with approximately 500 based aircraft and over 358,000 annual operations. Due to its proximity to the airport, the project site may be subject to aircraft overflights and subsequent aircraft-related noise and safety impacts. The proposal should be submitted to the Los Angeles County Airport Land Use Commission (ALUC) for review. The proposal should also be coordinated with Long Beach Municipal Airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents, some form of restrictions on land use are essential. The two principal methods for reducing the risk of injury and property damage on the ground are to limit the number of persons in an area and to limit the area covered by occupied structures. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site.

In accordance with CEQA, Public Resources Code Section 21096, the Caltrans Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook identifies six airport safety zones based on risk levels. Portions of the project site appear to be within the airport safety zones 3, 5,

Ms. Angela Reynolds
August 30, 2007
Page 2

and 6 as defined in the Caltrans Handbook, which is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/>.

Public Utilities Code Section 21659 prohibits structural hazards near airports. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). Consideration should also be given to both permanent structures and temporary impacts such as construction cranes. Form 7460-1 should be submitted electronically to the FAA and is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. 4

The protection of airports from incompatible land use encroachment is vital to California's economic future. Long Beach Municipal Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors. 5

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 7 Los Angeles office concerning surface transportation issues. 6

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,



SANDY HESNARD
Aviation Environmental Specialist

c: Los Angeles County ALUC, Long Beach Airport

**RESPONSES TO COMMENTS FROM CALIFORNIA DEPARTMENT OF
TRANSPORTATION (CALTRANS), DIVISION OF AERONAUTICS IN
LETTER DATED AUGUST 30, 2007**

Comment 1

The first paragraph describes the Caltrans Division of Aeronautics and their expertise in areas of airport operational safety, noise and airport land use compatibility.

Response to Comment 1

Since this description deals only with the qualifications of the Division of Aeronautics in regard to airport projects and does not comment on this project proposal, no response is necessary.

Comment 2

The second paragraph describes the project location, noting it is approximately 1,200 feet northeast of Runway 25R at Long Beach Airport.

The third paragraph describes Long Beach Airport operations and suggests that this proposal should be submitted to the Los Angeles County Airport Land Use Commission (ALUC) for review and the project proposal should be coordinated with Long Beach Airport staff to ensure that this proposal will be compatible with existing and future airport operations.

Response to Comment 2

While the project site is located approximately 1,200 feet northeast of Runway 25R, the project site is not in a location near or under any runway flight path area that could result in any conflicts with airport operations. More importantly, as previously stated, this project proposal is an amendment to the PD-19 land use text that would allow certain types of new land uses to be established on an interim basis not to exceed a ten year period. No land uses or physical changes to the project site would be approved or established by this project proposal. Since this project is only a text amendment, it would not result in any impacts to airport safety or operations. Any future land use or construction proposals for this project site would be subject to separate environmental review under CEQA.

While the ALUC was not contacted as part of the public review process for MND 28-07, Long Beach Airport was sent a full copy of MND 28-07. No comments from Long Beach Airport have been provided for this environmental review.

Since the project proposal would not result in any significant impacts to Long Beach Airport and no comments have been received on MND 28-07 from Long Beach Airport, no further response is warranted.

Comment 3

This fourth paragraph emphasizes the importance of protecting people and property from the potential consequences of near-airport accidents and the fact that the potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site.

Response to Comment 3

Since this is a statement on the importance of protecting people and property from airport-related accidents rather than a comment on MND 28-07, no response is needed.

Comment 4

The fifth paragraph of this comment letter states that the Caltrans Airport Land Use Planning Handbook is a resource to be utilized in any environmental documents for projects within airport land use compatibility plan boundaries, or within two miles of an airport if no such plan has been adopted, and that portions of the project site appear to be within airport safety zones 3, 5 and 6 as defined in this Caltrans Handbook.

The sixth paragraph states that structural hazards are prohibited near airports and that in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). This paragraph goes on to state that consideration should be given to both permanent structures and temporary impacts such as construction cranes.

Response to Comment 4

While the project site may be located within airport safety zones as specified in this referenced Caltrans Handbook, the project proposal would have no impact on airport safety or operations. This is due to the fact that this project is only an amendment to the list of permitted land uses in PD-19 and would not result in any land use or physical/structural changes to the project site. Any future land use and/or construction proposal for any part of this project site would be subject to separate environmental review under CEQA. Any such future proposal that might have the **potential in any way to affect the Long Beach Airport** would involve consultation with the Long Beach Airport, the ALUC, and the FAA.

In response to this comment letter, City staff has attempted to contact the Caltrans Division of Aeronautics to clarify the nature of this project proposal and request more specific direction regarding the concerns raised in this comment letter. In addition to leaving a phone voice message to Sandy Hesnard, the signatory of this comment letter, City staff sent two e-mails dated September 24, 2007 and September 27, 2007 (see attached e-mails on the following pages) to this Caltrans representative. As stated in these e-mails, this project does not involve any new construction or physical alteration to any existing structures in the project site. No response to these e-mails has been provided from this Caltrans Division.

While it is the City's intent to fully comply with all requirements of Caltrans and the FAA, it does not appear appropriate to file the referenced Form 7460-1 with the FAA since this project does not involve any new construction, alterations to existing structures, or any other type of physical change to the project site. The FAA has not provided any comments on this project proposal. Since this project does not involve any proposed construction or alteration, and no correspondence or other form of further guidance has been provided by this Caltrans Division subsequent to this comment letter, no further response is warranted.

Comment 5

The seventh paragraph states the importance of protecting airports from incompatible land use intrusions and that consideration must be given to the issue of compatible land uses to relieve future conflicts between airports and their neighbors.

Response to Comment 5

Since this is a statement on the importance of land use compatibility in regard to airport operations rather than a comment on MND 28-07, no response is needed.

Comment 6

The eighth paragraph of this comment letter advises the Lead Agency to contact Caltrans District 7 regarding surface transportation issues.

Response to Comment 6

Caltrans, District 7 was sent a full copy of MND 28-07 on August 17, 2007 and comments from District 7 on this project proposal, along with the Lead Agency responses to that comment letter, are included in this Responses document.



Craig Chalfant
09/24/2007 10:38 AM

To: sandy.hesnard@dot.ca.gov
cc: mark.e.villagomez@boeing.com, marlyn.a.pauley@boeing.com, Angela Reynolds/CH/CLB@CLB, Christine Edwards/PW/CLB@CLB
Subject: Caltrans Comment Letter on PD-19 Interim Ordinance

This is in response to your comment letter of August 30, 2007 to Angela Reynolds at the City of Long Beach regarding the Negative Declaration for the PD-19 Interim Ordinance project.

Your comment letter indicated the project site may be within airport safety zones 3, 5 and 6 as defined in the Caltrans Handbook and a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the FAA.

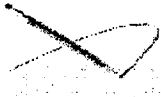
We intend to fully comply with all requirements from Caltrans and the FAA. We have notified the Acting Airport Manager for the Long Beach Airport (Christine Edwards at 562-570-2605) of this comment letter and requested the Airport's assistance in addressing your concerns.

The project proposal does not involve any new construction or physical alteration to any existing structures in the project site. The project proposal would only modify the PD-19 text to allow certain types of interim land uses (for no more than 10 years) in a portion of the PD-19 zoning district (the portion north of Conant Street and east of Lakewood Boulevard). These interim land uses, currently not permitted in the PD-19 district, include indoor storage of vehicles, indoor manufacturing uses, and entertainment industry uses such as movie studio production. Any future proposals for any new construction or structural modifications in or around the project site would be considered a separate project and subject to its own separate environmental review under CEQA.

Please let us know how Caltrans would like us to proceed regarding the concerns raised in this August 30, 2007 comment letter. Thank you very much for your assistance in this matter.

Craig Chalfant
Comprehensive Planning Division
Department of Planning and Building
(562) 570-6368
craig_chalfant@longbeach.gov

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Craig Chalfant
09/27/2007 04:01 PM

To: sandy.hesnard@dot.ca.gov
cc: mark.e.villagomez@boeing.com, marlyn.a.pauley@boeing.com, Angela Reynolds/CH/CLB@CLB, Christine Edwards/PW/CLB@CLB
Subject: Caltrans Comment Letter on PD-19 Interim Ordinance

I haven't heard back from you so I wanted to just follow-up on my earlier e-mail below.

The project proposal is a text amendment to the PD-19 zoning land use standards that would allow certain types of commercial and manufacturing uses on an interim basis not to exceed ten years.

This project does not involve any new construction, alterations to any existing structures or any other type of physical modification to the project site.

Please let us know if a Notice of Proposed Construction or Alteration (Form 7460-1) would be required for this project. Thank you.

This is in response to your comment letter of August 30, 2007 to Angela Reynolds at the City of Long Beach regarding the Negative Declaration for the PD-19 Interim Ordinance project.

Your comment letter indicated the project site may be within airport safety zones 3, 5 and 6 as defined in the Caltrans Handbook and a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the FAA.

We intend to fully comply with all requirements from Caltrans and the FAA. We have notified the Acting Airport Manager for the Long Beach Airport (Christine Edwards at 562-570-2605) of this comment letter and requested the Airport's assistance in addressing your concerns.

The project proposal does not involve any new construction or physical alteration to any existing structures in the project site. The project proposal would only modify the PD-19 text to allow certain types of interim land uses (for no more than 10 years) in a portion of the PD-19 zoning district (the portion north of Conant Street and east of Lakewood Boulevard). These interim land uses, currently not permitted in the PD-19 district, include indoor storage of vehicles, indoor manufacturing uses, and entertainment industry uses such as movie studio production. Any future proposals for any new construction or structural modifications in or around the project site would be considered a separate project and subject to its own separate environmental review under CEQA.

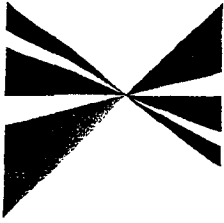
Please let us know how Caltrans would like us to proceed regarding the concerns raised in this August 30, 2007 comment letter. Thank you very much for your assistance in this matter.

Craig Chalfant
Comprehensive Planning Division
Department of Planning and Building
(562) 570-6368
craig_chalfant@longbeach.gov

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CRA16

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street
12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: President: Gary O'vitt, San Bernardino County - First Vice President: Richard Dixon, Lake Forest - Second Vice President: Harry Baldwin, San Gabriel - Immediate Past President: Yvonne B. Burke, Los Angeles County

Imperial County: Victor Carrillo, Imperial County - Jon Edney, El Centro

Los Angeles County: Yvonne B. Burke, Los Angeles County - Zev Yaroslavsky, Los Angeles County - Richard Alarcon, Los Angeles - Jim Aiding, Manhattan Beach - Harry Baldwin, San Gabriel - Torry Cartenas, Los Angeles - Stan Carroll, La Habra Heights - Margaret Clark, Rosemead - Gene Daniels, Paramount - Judy Dunlap, Inglewood - Rae Gabelich, Long Beach - David Gaffin, Downey - Eric Garretti, Los Angeles - Wendy Grauel, Los Angeles - Frank Guruit, Cudahy - Janice Hahn, Los Angeles - Isadore Hall, Compton - Keith W. Hanks, Azusa - José Huizar, Los Angeles - Jim Jeffra, Lancaster - Tom LaBonge, Los Angeles - Paula Lantz, Pomona - Barbara Messina, Alhambra - Larry Nelson, Artesia - Paul Nowalka, Torrance - Pam O'Connor, Santa Monica - Bernard Parks, Los Angeles - Jan Perry, Los Angeles - Ed Reyes, Los Angeles - Bill Rosendahl, Los Angeles - Greig Smith, Los Angeles - Tom Sykes, Walnut - Mike Ten, South Pasadena - Tomia Reyes Uranga, Long Beach - Antonio Villarraigosa, Los Angeles - Dennis Washburn, Calabasas - Jack Weiss, Los Angeles - Herb J. Wesson, Jr., Los Angeles - Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County - Christine Barnes, La Palma - John Beaurman, Brea - Lou Bone, Tustin - Debbie Cook, Huntington Beach - Leslie Daigle, Newport Beach - Richard Dixon, Lake Forest - Troy Edgar, Los Alamitos - Paul Glaab, Laguna Niguel - Robert Hernandez, Anaheim - Sharon Quirk, Fullerton

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San Bernardino County: Gary O'vitt, San Bernardino County - Lawrence Dale, Barstow - Paul Eaton, Montclair - Lee Ann Garcia, Grand Terrace - Tim Jasper, Town of Apple Valley - Larry McCallon, Highland - Deborah Robertson, Rialto - Alan Wagner, Ontario

Tribal Government Representative: Andrew Masiel Sr., Pechanga Band of Luiseño Indians

Ventura County: Linda Parks, Ventura County - Glen Becerra, Santa Valley - Carl Morehouse, San Buenaventura - Toni Young, Port Hueneeme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation

September 11, 2007

Ms. Angela Reynolds
Environmental Planning Officer
333 W. Ocean Boulevard 5th Floor
Long Beach, CA 90802

RE: SCAG Clearinghouse No. I 20070525 PD-19 Interim Ordinance Project

Dear Ms. Reynolds:

Thank you for submitting the **PD-19 Interim Ordinance Project** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **PD-19 Interim Ordinance Project**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **August 16-31, 2007 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1856. Thank you.

Sincerely,

SHERYLL DEL ROSARIO
Associate Planner
Intergovernmental Review

**RESPONSES TO SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS (SCAG) LETTER DATED SEPTEMBER 11, 2007**

Comment 1

The first paragraph describes SCAG's role in reviewing local plans, projects and programs, which is intended to assist local agencies and project sponsors in taking actions that contribute to the attainment of regional goals and policies.

Response to Comment 1

Since this is a description of SCAG as an areawide clearinghouse and regional planning organization rather than a comment on MND 28-07, no response is necessary.

Comment 2

The second paragraph states that SCAG has reviewed this project proposal, determined this project is not regionally significant, and concluded that comments from SCAG are not warranted at this time. SCAG goes on to request consultation if the project scope changes in the future.

Response to Comment 2

Since SCAG has determined that no comments are warranted at this time, no response is necessary. SCAG will be informed of any changes in the project description or scope should that occur anytime in the future.

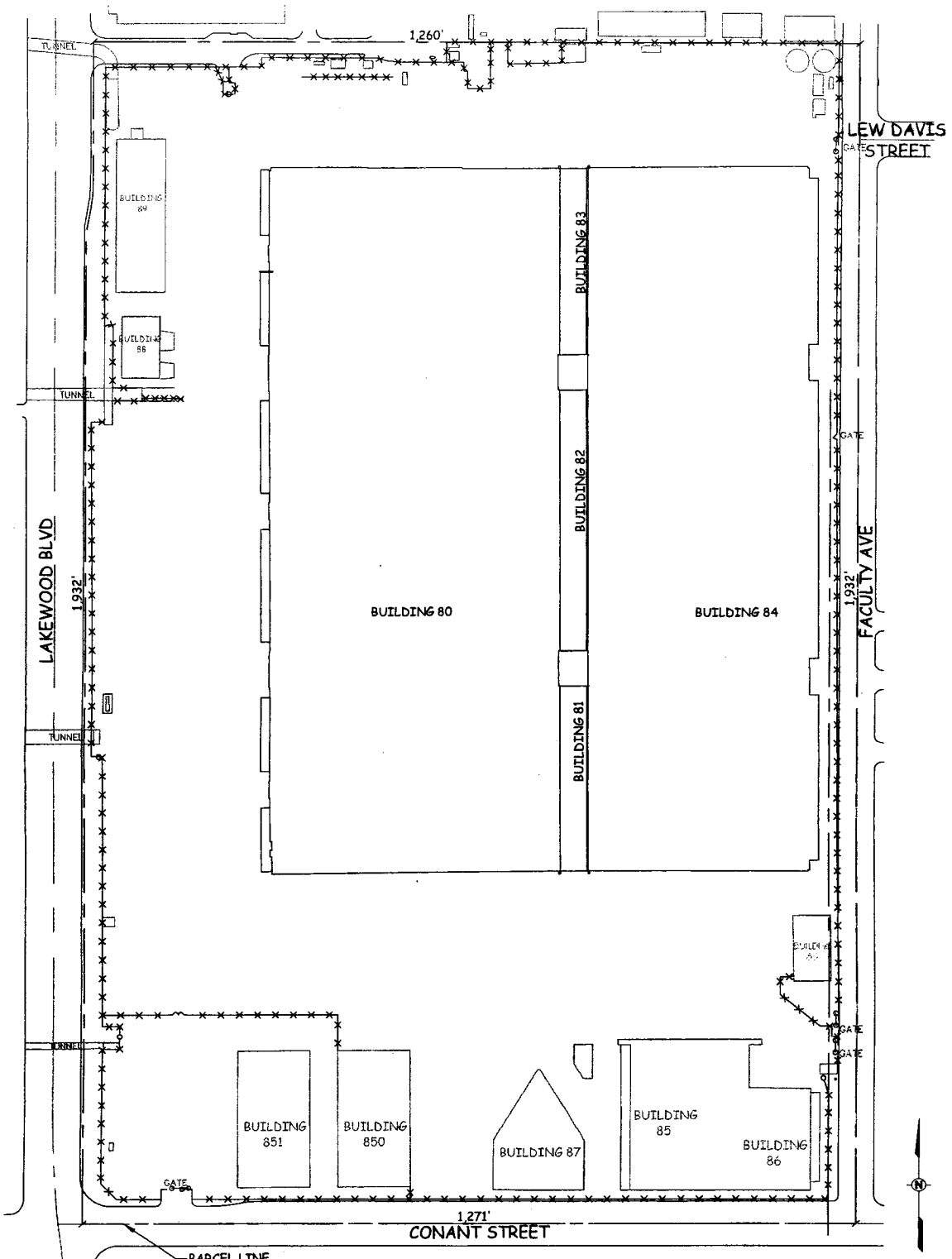
Comment 3

The third paragraph states that a description of this project was published in SCAG's August 16-31, 2007 Intergovernmental Review Clearinghouse Report. The last paragraph recommends that the SCAG Clearinghouse number (provided at the top of this comment letter) should be used in all correspondence with SCAG on this project.

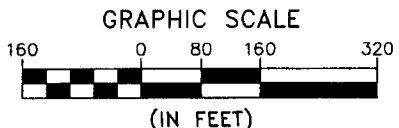
Response to Comment 3

Since these paragraphs are informational rather than providing comments on MND 28-07, no response is necessary.





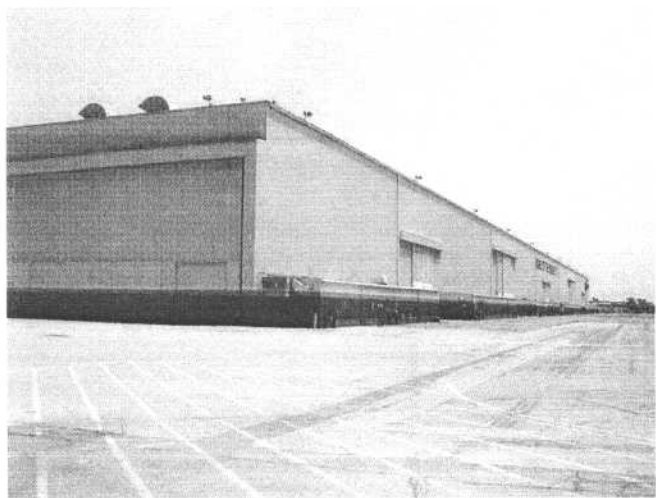
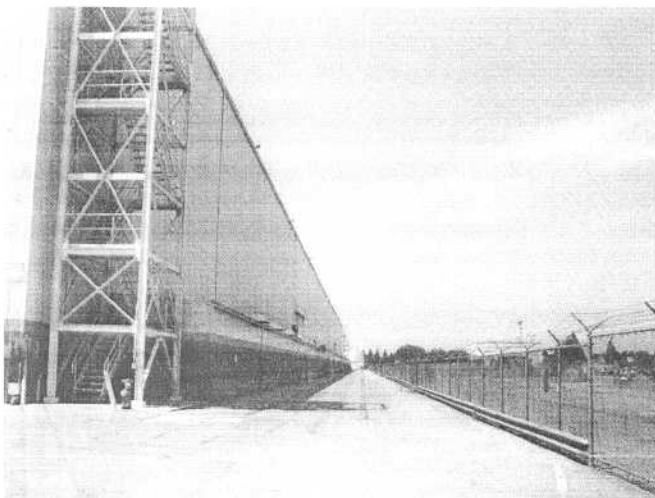
BOEING 717 SITE PLAN



LEGEND

FENCE	-----x-----
PARCEL LINE	-----
CENTERLINE	-----

Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants © 2007
 700 So. City Ave., Suite 400
 Orange, California 92668
 Tel. No. (714) 632-1000
 Fax No. (714) 632-5400



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

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ORDINANCE NO.

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

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

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

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

//
//

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.

24 //

25 //

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

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

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

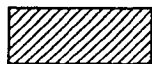
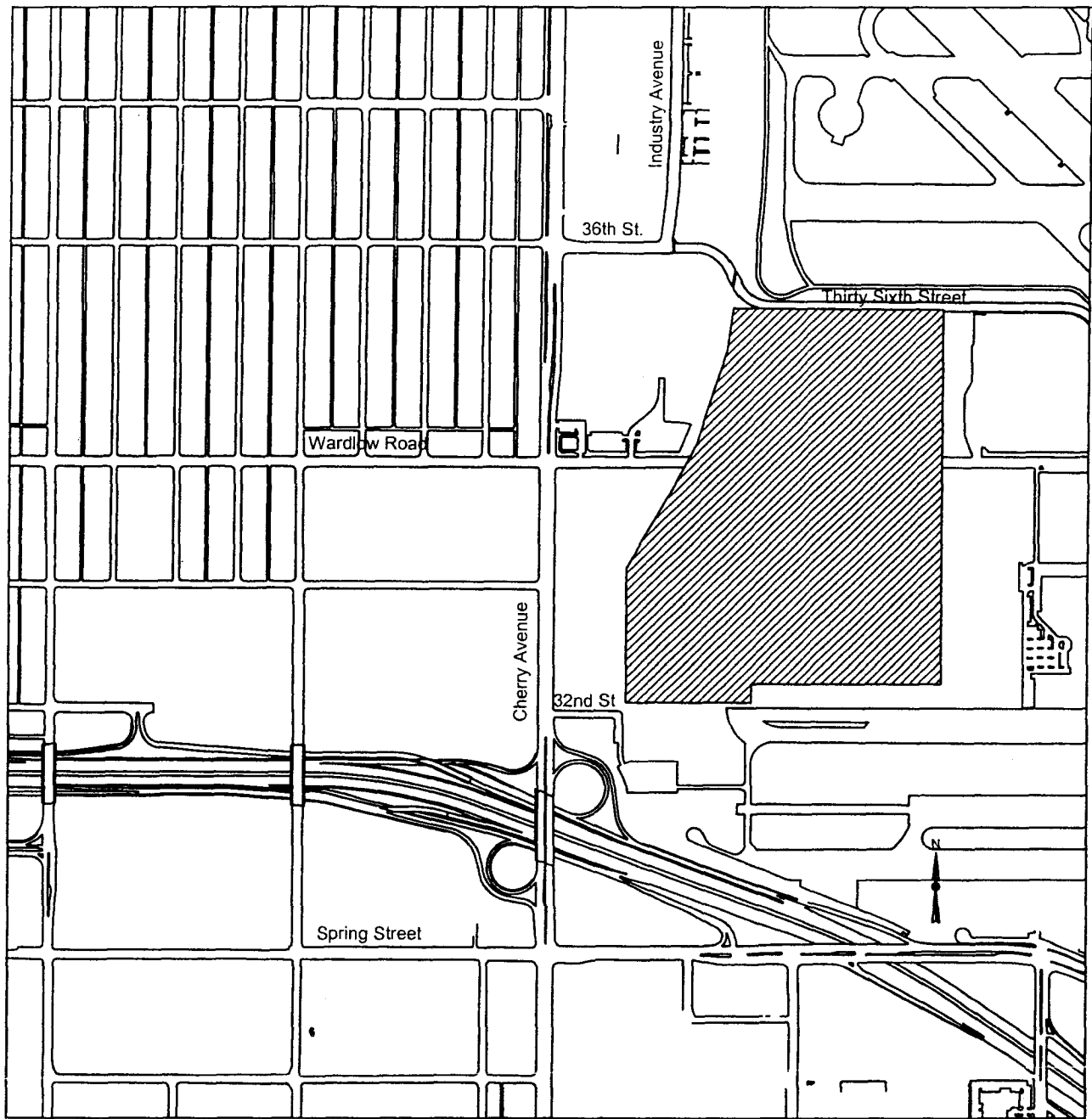
Absent: Councilmembers: _____

City Clerk

Approved: _____
(Date)

Mayor

MJM:kjm 10/23/07



PD-19

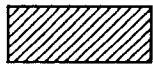
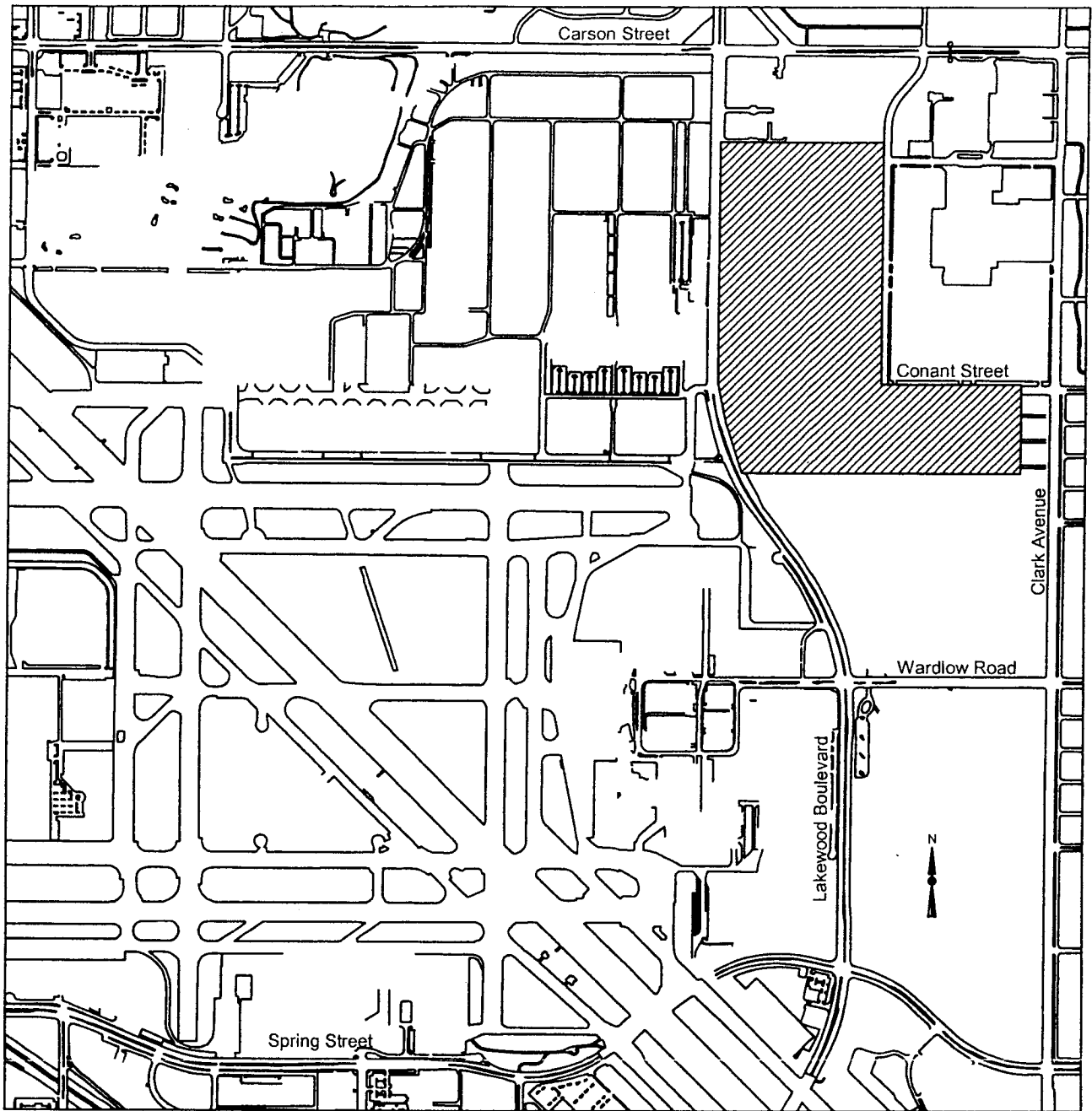
AMENDMENT TO A PORTION OF PART 16
 OF THE USE DISTRICT MAP

REZONING CASE

RZ-0404-13

Sheet 2 of 2

EXHIBIT A



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 – Building Area

7/27/04

<u>BLDG NO.</u>	<u>PRIMARY USE</u>	<u>AREA</u> (SQ. FT.)	<u>BLDG NO.</u>	<u>PRIMARY USE</u>	<u>AREA</u> (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	LAKEWOOD BLVD & CARSON ST	2,233,000	2,233,000	
	Widening intersection, adding thru and turn lanes, and modifying traffic signals.			
9	LAKEWOOD BLVD & CONANT ST	1,810,000	420,000	1,390,000 ⁽¹⁾
	Widening intersection, adding turn lanes and modifying traffic signals.			
10	LAKEWOOD BLVD & WARDLOW RD	1,290,000	770,000	520,000 ⁽²⁾
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			
11	LAKEWOOD 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	LAKEWOOD 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	<u>23,269,000</u>	<u>12,004,000</u>	<u>11,265,000</u>

- (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:

- Indoor storage (e.g., motor vehicles, recreational vehicles, watercraft (with associated trailers) and recreational trailers (camping, travel) and document storage) – Y (Note: The short term or hourly parking of automobiles such as a commercial parking lot use is not permitted.)
- Communication services (i.e. storage of servers) – Y
- (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)
- Outdoor storage/uses where such uses are principal – CUP, but if accessory – Y (subject to an approved plan for screening).
- Port related uses, container storage, truck terminals, truck trailer parking – N
- Outdoor Storage, rental and/or sales of equipment, machinery and/or construction materials – CUP
- Indoor Storage, rental and/or sales of equipment, machinery and/or construction materials – AUP
- Indoor recreation uses – CUP
- 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.