ORDINANCE NO.  ORD-11-0029

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
Ordinance No. ORD-08-0001, adopted January 8, 2008, is hereby amended and restated
in its entirety to read as follows:

Section 1. Use District Map. Those portions of Parts 16, 17 and 24, of
the Use District Map for the City of Long Beach which are applicable to the subject
Planned Development District (PD-19) are attached hereto as Exhibit "A" and this by
reference made a part of this ordinance and a part of the official Use District Map.

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

PLANNED DEVELOPMENT PLAN (PD-19)

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

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

DEVELOPMENT REVIEW PROCEDURES

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

B. Each development increment shall be reviewed for Site Plan Review by the Site Plan Review Committee. No building permit shall be issued for any building on the site until a Site Plan Review has been approved, or conditionally approved, and all conditions satisfied. Site Plan Review shall review each building project for consistency with the PD requirements and the Master Site Plan, functionality of building layout, consistency with detailed zoning standards and architectural and landscape architectural
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 include those uses listed below. Further, new development of the site shall be limited to such intensity of development as is equal to no more than 5503 vehicle 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 has the goal of reducing exiting work trips in the evening peak hour by twenty percent.

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

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

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

   Uses should not have significant visual impacts.
Allowable uses should not have significant security and safety impacts and should not encourage criminal activity, nor create areas of potentially significant criminal activity.

**Landscaping:** The applicant/property owner shall maintain vines or other landscaping for screening purposes along the south property line of the subject site adjacent to Conant Street to the satisfaction of the Director of Development Services.

**New Construction:** Allowable uses are as set forth below and are limited to the reuse of the existing buildings, aircraft hangars and modular buildings except for equipment buildings necessary for operation of the allowable uses as approved by the Director of Development Services. No demolition of existing permanent aircraft hanger buildings will be allowed prior to appropriate environmental review and clearance. Demolition and replacement of modular buildings and auxiliary buildings with the same square footage and permitted uses will be allowed. The potentially historic resource, the "Fly DC Jets" sign, shall be retained in place, protected and maintained as is. Except as provided above, no new construction rights have been granted or approved under this ordinance unless undertaken pursuant to the development review procedures set forth herein.

**Procedures:** Uses are permitted in accordance with the following list which indicates uses permitted (Y), not permitted (N), permitted as an Administrative Use Permit (AP), permitted as a Conditional Use Permit (CUP), subject to all development review and other procedures and conditions set forth for such uses in this ordinance.

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

A. Uses consistent with the General Industrial (IG) zoning district – Y/CUP (i.e. if a use requires a CUP/AUP under the IG zone, then it would require a CUP/AUP), with the following exceptions, which shall not be allowed:

Manufacturing Uses:
1. 261 – Pulp Mills
2. 262 – Paper Mills
3. 263 – Paperboard Mills
4. 261 – Industrial Inorganic Chemicals
5. 265 – Paints, Varnishes, Lacquers, Enamels, and Allied Products
6. 266 – Industrial Organic Chemicals
7. 267 – Agricultural Chemicals
8. 269 – Miscellaneous Chemical Products
9. 291 – Petroleum Refining
10. 295 – Asphalt Paving and Roofing Materials
11. 299 – Miscellaneous Products of Petroleum and Coal (SIC Codes 2992 & 2999)
12. 492 – Gas Production and Distribution
15. General Warehouse and Storage.

B. Communications services (i.e. SIC Codes 4812, 4813, 4822, 4841) – Y. Communications services such as Radio and Television broadcasting stations (Group 483) and Freestanding cellular and personal communication services shall require a CUP.

C. Indoor recreation uses – CUP.

D. Entertainment production uses (e.g., movie studio, including production, distribution, education and other related movie and entertainment uses), with accessory food, cafeteria and retail uses (such accessory uses not exceeding 20,000 square feet in the aggregate) – Y.

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

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

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

(1) Increased development intensity through transfer of trips.

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

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

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

(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.

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 will not generate traffic
which cannot be accommodated on the existing road system while maintaining level of
service "D".

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

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

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

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

GENERAL DEVELOPMENT STANDARDS

1. Building Height.

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

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

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

3. Accessory and Temporary Structures.

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

4. Signs.

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

5. Landscaping.

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

6. Screening.

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

7. Sidewalks.

Sidewalks shall be provided in locations and lengths satisfactory to the City Engineer as specified during Site Plan Review. An interior walkway system shall be provided throughout the development to encourage access to and from public transportation. Sidewalks shall be a minimum of five feet (5') in width except adjoining the curb where they shall be a minimum of six feet (6') in width.


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

Buildings designed with reflective glass having a reflection gradient of .15 or more shall submit reflection studies showing sun and reflection glare patterns and their effect on ground and air transportation. Such studies shall be submitted with each proposed structure to be processed for Site Plan Review. Mirrored reflective glass shall not be used as a major facade element.
9. The developer shall provide any on-and-off-site improvements necessary to service the development as specified by the Director of Public Works. Offsite improvements necessary to serve each development shall be installed or provided for with each development prior to the issuance of a Certificate of Occupancy. The developer shall replace any public improvement damaged as a result of development of the site.

10. **Parking.**

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

11. **Notice of Site Plan Review.**

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

Section 3. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three (3) conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the Mayor.
I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of December 13, 2011 by the following vote:


Noes: Councilmembers: None.

Absent: Councilmembers: Garcia.

Approved: 11/14/11  
(Date)

City Clerk

Mayor