Agenda

1. Introduction
2. Existing Conditions Overview
3. BREAK-OUT GROUP EXERCISE
4. Group Summaries
5. Conclusions and Next Steps
Introduction
Background

- April 2014: Boeing announced layoffs and plant closings due to the ending of production of the C-17 Globemaster, a large military transport aircraft.
- 2015: DoD awarded the City a Grant to develop and implement a comprehensive economic transition program in the wake of the C-17 plant closure.
- The grant is focused on ensuring the region can retain its regional skills base, competitiveness, and sector expertise through three tracks:

  - **Economic Development Planning**
    - To adjust effectively to impacts from Boeing facility closures and identify opportunities to advance the site, the supply chain, and the regional cluster
  - **Land Use and Infrastructure Planning**
    - To assess the existing conditions of the Boeing C-17 facilities (i.e. public infrastructure) and conceptual reuses with the goal of ensuring compatibility with future economic development strategies
  - **Assistance to Impacted Defense Firms and Workers**
    - To establish a Boeing and defense dislocated worker case management tracking platform that incorporates customized training modules and provides direct assistance to impacted suppliers
Projected Outcomes

As a result of this project, the City of Long Beach and its surrounding area expects to:

✓ Transition its displaced workers successfully
✓ Minimize the economic impact of the plant closure by supporting the reemployment of as many as 3,000 defense workers directly dislocated
✓ Conduct a compatibility study of the site with respect to the Long Beach Airport (LBG)
✓ Produce a C-17 Transition Master Plan as a guiding economic and land use/infrastructure planning strategy for use by the region
Progress to Date

✓ July 19 2016: Workshop held to provide overview of market and economic data
✓ Related Efforts:
  ▪ Long Beach General Plan Update (ongoing)
  ▪ 2015-2016: City engaged in Rose Fellowship Study, a one-year effort to study potential strategies to reuse the C-17 site
Summary of July Workshop – Track 1

- The Pacific Gateway consulting team and City staff presented information related to Track 1 - Economic Development Planning:
  - Regional Context
  - Demographic Trends and Analysis
  - Indicators (environmental, economic, social, educational, employer and industry)
  - Detailed Industry Analysis and Cluster Mapping
  - Employer Survey

- Following the presentation, the consultant team facilitated a dialogue to ask questions and receive input:
  - What are essential elements of a healthy economy?
  - How can Long Beach utilize the Boeing facility to stimulate economic growth?
  - What strategies and resources are needed?
  - What are some impediments to achieving these opportunities?
TRACK 2
C-17 Land Use & Infrastructure Planning
C-17 Land Use and Infrastructure Planning

• The C-17 Transition Master Plan ensures that the physical land use planning component of the site will be compatible for future economic development strategies.

• Allows for informed decision-making on:
  • Future use of the site
  • Infrastructure needs
  • Airport considerations

• Aids in the formulation and implementation of future land use alternatives
Track 2 Components

1. Assess existing conditions of site and surroundings

2. Analyze current market conditions and economic data

3. Collect public input during outreach efforts

4. Create possible land use alternatives based on public input and analysis

5. Develop regulatory documents:
   - General Plan / Zoning Ordinance
   - Development Standards / Design Guidelines
Existing Conditions Overview
Study Area
Existing Land Uses
Former Boeing C-17 Site

- 93 acres
- 1.1 million sq. ft. of building space
Cherry Avenue Corridor

- 60 acres
- Primarily industrial
- Commercial concentrated at Wardlow/Cherry
Airport Adjacent Site

- 57 acres
- City-owned; portion formerly leased by Boeing for parking
- Leased to private flight-related operations
Land Ownership/Management

- 25 property owners
- Boeing owns approx. 40%
- City owns approx. 37%
Block Structure
Design and Development Characteristics

- Auto-oriented/auto-dominated
- Lack of open space and recreational amenities
- Large blocks and buildings
- Nearby sensitive land uses close to industrial/manufacturing
- Segments of well-maintained streetscapes along Cherry and 36th St.
Circulation & Mobility

[Image of a map with various roads and a key for project sites and gateway intersections]
**Infrastructure**

<table>
<thead>
<tr>
<th>Utility</th>
<th>Service Provider</th>
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<tbody>
<tr>
<td>Water</td>
<td>Long Beach Water Dept</td>
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<td>Wastewater</td>
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<td>Stormwater</td>
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<td>Gas</td>
<td>Long Beach Gas and Oil Dept</td>
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<td>Energy</td>
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- Utility infrastructure appears acceptable to meet current demands.
- Three electric substations servicing study area are at or near capacity.
- Future land use scenarios will need to be evaluated for demand on utilities.
Long Beach Airport Compatibility Assessment
Airport Conditions

- **5 Runways**
  - 2 East/West
  - 2 North/South
  - 1 Diagonal (primary air carrier)

- **10 Taxiways**

- North-south runways will convert to taxiways in 2019
Compatibility Factors

- Four aeronautical factors:
  - Noise
  - Overflight
  - Safety
  - Airspace Protection

- Future development guided by CALUP and City’s Noise Ordinance
Noise and Overflight

LAND USE COMPATIBILITY TABLE

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Community Noise Exposure</th>
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Safety

1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone
Airspace Protection

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<th>Allowable Height Table</th>
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Key Opportunities and Challenges
Opportunities

- Centrally located
- Surrounded by stable neighborhoods and businesses
- Large vacated industrial space available for reuse
- Opportunities to improve streetscape and connectivity
- Majority of area is outside 65 dB CNEL contour
- General Plan identifies Cherry Ave. as a potential “complete street”
- New improvements will be supported by existing infrastructure
Challenges

- Some use limitations with respect to placement, height, and occupancy
- Large blocks, auto-oriented uses and lack of continuous landscaping
- A small portion affected by the 65 dB CNEL contour
- A small portion inappropriate for new structures
- Internal connectivity is difficult
- Minimal wayfinding is provided
- Utility Master Plans and further evaluation will be needed to assess new land uses.
Break-Out Group Exercises
Discussion Questions

1. Are there additional opportunities that you see for the study area that were not addressed in the presentation? What about challenges?

2. What land uses should be considered for the C-17 site to stimulate economic growth? What about for the Cherry Avenue Corridor?

3. Should the empty Boeing production facilities remain and be re-used, or be demolished?

4. What types of businesses should be attracted to the C-17 site and surrounding study area?

5. What other improvements are needed to attract investors to this area (i.e., circulation improvements, streetscape improvements, etc.)?

6. Do you have any additional questions or feedback?
Next Steps
Next Steps

- Future Outreach: Monday, September 12 at 6:00 p.m. Location TBD

- **Focus of Outreach Event:**
  - Present financial feasibility analysis of land use alternatives
  - Develop Preferred Land Use Plan

- Develop Standards and Guidelines to support Land Use Plan

- Conduct additional outreach to present standards and guidelines

- Prepare Zoning and General Plan Amendment
Contact Information

- To provide additional feedback, please contact:
  
  Carrie Thai  
  Current Planning Officer  
  Carrie.tai@longbeach.gov  
  562-570-6411

- For more information and to review Plan documents, please visit:
  
  http://goo.gl/zdBV10
Boeing C-17 Transition Master Plan

Public Meeting

August 23, 2016