

1 (b) Each building shall be reviewed for Site
2 Plan Review by the Site Plan Review Committee. No
3 building permit shall be issued for any building on
4 the site until a Site Plan Review has been approved,
5 or conditionally approved and all conditions satis-
6 fied. Site Plan Review shall review each building
7 project for consistency with the PD requirements and
8 the Master Site Plan, functionality of building lay-
9 out, consistency with detailed zoning standards and
10 architectural and landscape architectural quality.

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

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

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1 conformance shall be determined by Site Plan Review.

2 Sec. 2. Section 2 of Ordinance No. C-6040, adopted
3 April 24, 1984, is further amended by amending the Division
4 entitled "General Use Standards" to amend "(a) Uses" in its
5 entirety to read as follows:

6 GENERAL USE STANDARDS

7 (a) Uses

8 1. The use of the Atlantic Aviation Planned
9 Development District shall be office and airport
10 service (Fixed Base Operations). Further, development
11 of the site shall be limited to 56 vehicle trips to
12 and from the development per hour between the P.M.
13 peak hours of 4:00 p.m. and 6:00 p.m. and implementa-
14 tion of a Transportation Demand Management Plan that
15 reduces exiting work trip generation in the evening
16 peak hour by twenty percent. An initial plan that
17 meets this limit consists of 75,000 square feet of
18 office use space.

19 (b) As used in this ordinance:

20 1. "Office use" means use of a building for
21 administrative, professional, or clerical tasks.

22 2. "Gross usable floor area" means gross floor
23 area minus entry lobby, elevator shafts, stairwells,
24 utility cores and shafts, equipment rooms and bath-
25 rooms.

26 (c) The type and intensity of development
27 indicated above is determined by a specified number of
28 trips per hour in the period of 4:00 p.m. to 6:00 p.m.

1 This number is calculated by multiplying the area in
2 each use by the traffic generation rates as estab-
3 lished in the Trip Generation Manual, Fourth Edition,
4 of the Institute of Traffic Engineering. The number
5 of trips generated by this calculation shall then be
6 reduced by the Traffic Demand Management Plan's trip
7 reduction. The resulting figure is then compared to
8 the permitted peak-hour trips.

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

17 (e) Changes in the number of trips allocated may
18 be accomplished in the following ways:

19 1. Increased development intensity through
20 transfer of trips. Trips may be transferred between
21 the Airport Area Planned Development Plans (PD-19:
22 Douglas Aircraft; PD-23: Douglas Center; PD-12: Long
23 Beach Airport Terminal Area; PD-13: Atlantic Avia-
24 tion; PD-18: Kilroy Airport Center; PD-9: Airport
25 Business Park; PD-15: Redondo Avenue; PD-17:
26 Alamitos Land Company; PD-7: Long Beach Business
27 Park; PD-27: Willow Street Center; and PD-28:
28 Pacific Theaters) provided that:

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- 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 of 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;
 - e. All authorized transfer of trips shall not be effective until the change is recorded against the property with the Los Angeles County Recorder;
2. 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

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1 costs of the original Traffic Mitigation
2 Program for the additional trips; and

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

18 d. An amendment to the Master Site Plan shall
19 be required to authorize the additional trip
20 allocation; and

21 e. Notice of the amendment to the Master Site
22 Plan hearing is sent to all owners and
23 lessees, with an interest recorded on the
24 Tax Assessor's rolls, in the Airport Area
25 Planned Developments;

26 f. The City will accept applications for
27 modification of development intensity at any
28 time after the Traffic Mitigation Program is

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implemented 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 proposed 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:

- i. The traffic analysis has been completed and the Director of Public Works has prepared an estimate of the necessary traffic mitigation fee; and
- ii. 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

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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; and

g. 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

1 developer, or the successor-in-interest, of
2 the receipt of the funds, and shall autho-
3 rize disbursement of such funds to the first
4 developer, or successor, upon receipt of
5 documentation from the first developer, or
6 successor, that they had actually expended
7 their share of the funds.

8
9 Sec. 3. Section 2 of Ordinance No. C-6040, adopted
10 April 24, 1984, is further amended by amending the Division
11 entitled "General Development Standards" to amend "(a) Building
12 Heights" in its entirety to read as follows:

13 (a) Building Heights. All structures shall be
14 subject to the Federal Aviation Administration so that
15 no building shall exceed the Federal Aviation
16 Administration clear zone, providing that no building
17 shall exceed sixty feet in height.

18
19 Sec. 4. Section 2 of Ordinance No. C-6040, adopted
20 April 24, 1984, is further amended by further amending the
21 Division entitled "General Development Standards" to amend "(c)
22 Building Coverage" in its entirety to read as follows:

23 (c) Building Coverage and Maximum Building
24 Area.

25 1. There shall be no minimum or maximum
26 building coverage. The percentage of lot cover-
27 age shall be determined by Site Plan Review. Lot
28 coverage shall reflect a proportional development

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1 between building, parking and landscaping.

2 2. No individual building shall exceed
3 300,000 square feet of gross usable floor area.
4 For the purpose of this standard open parking
5 structures shall be considered floor area. Total
6 development on the site shall not exceed a floor
7 area ratio to lot size of 3.0 to 1.0.

8
9 Sec. 5. Section 2 of Ordinance No.C-6040, adopted
10 April 24, 1984, is further amended by further amending the
11 Division entitled "General Development Standards" to add a new
12 paragraph thereto to read as follows:

13 8. Road Improvements

14 1. Based upon detailed traffic studies and
15 analyses of existing and projected future growth in
16 the Long Beach Airport Area, the City has determined
17 that existing development as of 1986 was adequately
18 served by the existing road system in the area,
19 generally at level of service "D" or better. The City
20 has further determined that development since 1986,
21 and projected to full build-out of the area (herein-
22 after referred to as "new development"), will generate
23 traffic which cannot be accommodated on the existing
24 road system while maintaining level of service "D".
25 Consequently, the City has developed a list of recom-
26 mended road improvements (see Exhibit "A" attached
27 hereto and incorporated herein by reference) which are
28 necessary to generally maintain level of service "D"

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1 on all major roads in the area given the projected new
2 development. As these roadway improvements will
3 specifically benefit new development, site plan
4 approval for all new development in the area shall be
5 conditioned upon payment of a fair, pro-rata share of
6 the costs of the needed road improvements through a
7 road impact fee, a benefit assessment district, other
8 appropriate financing mechanisms, or combinations
9 thereof. The pro-rata share of improvement costs
10 shall be based on the number of vehicle trips
11 generated per hour in the P.M. peak hours of 4:00 to
12 6:00 p.m., and their impact on specific intersections
13 scheduled for improvement.

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

18 3. As the number of trips utilized in the
19 analysis assumes a twenty percent reduction in the
20 standard number of trips per square foot of use, it is
21 mandatory that an effective trip demand reduction
22 program be incorporated in all development. Thus,
23 each new development is conditioned upon membership in
24 the Long Beach Airport Area Traffic Reduction Associ-
25 ation or similar organization, and submittal and
26 implementation of a Traffic Demand Management (TDM)
27 program which is designed to reduce exiting work
28 vehicular traffic generation during the evening peak

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1 hour by at least twenty percent. The TDM program must
2 contain provisions that mandate the implementation of
3 the TDM Program by all subsequent owners and tenants
4 of the improvements.

5 4. The program must include specific measures,
6 which, in the judgment of the Director of Public
7 Works, are likely to meet the goal, and a monitoring
8 program with an annual report on the success of the
9 program which will be filed with the City by the
10 developer or any successor-in-interest.

11 5. As a further consideration of Site Plan
12 Review approval, for each building, prior to issuance
13 of a building permit, each development shall be
14 required to provide for all on- and off-site improve-
15 ments necessary to access and serve that development,
16 including repairing or replacing damaged, deteriorated
17 or missing curbs, gutters, sidewalks, street trees,
18 street lights and roadways, and providing all other
19 improvements necessary, as required through Site Plan
20 Review, to provide access to the site.

21
22 Sec. 6. The City Clerk shall certify to the passage
23 of this ordinance by the City Council and cause it to be posted
24 in three conspicuous places in the City of Long Beach, and it
25 shall take effect on the thirty-first day after it is approved
26 by the Mayor.

27 I hereby certify that the foregoing ordinance was
28 adopted by the City Council of the City of Long Beach at its

1 meeting of August 28, 1990, by the following
2 vote:

3 Ayes: Councilmembers: Braude, Edgerton, Drummond,
4 Clark, Robbins, Smith,
5 Kellogg, Harwood.
6 Noes: Councilmembers: None.
7 Absent: Councilmembers: Grabinski.

8
9 
10 City Clerk

11 Approved: 9.4.90
12 (Date)

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14 Mayor

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WHK/am
07/17/90
07/25/90
A: 134.PD

EXHIBIT A

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

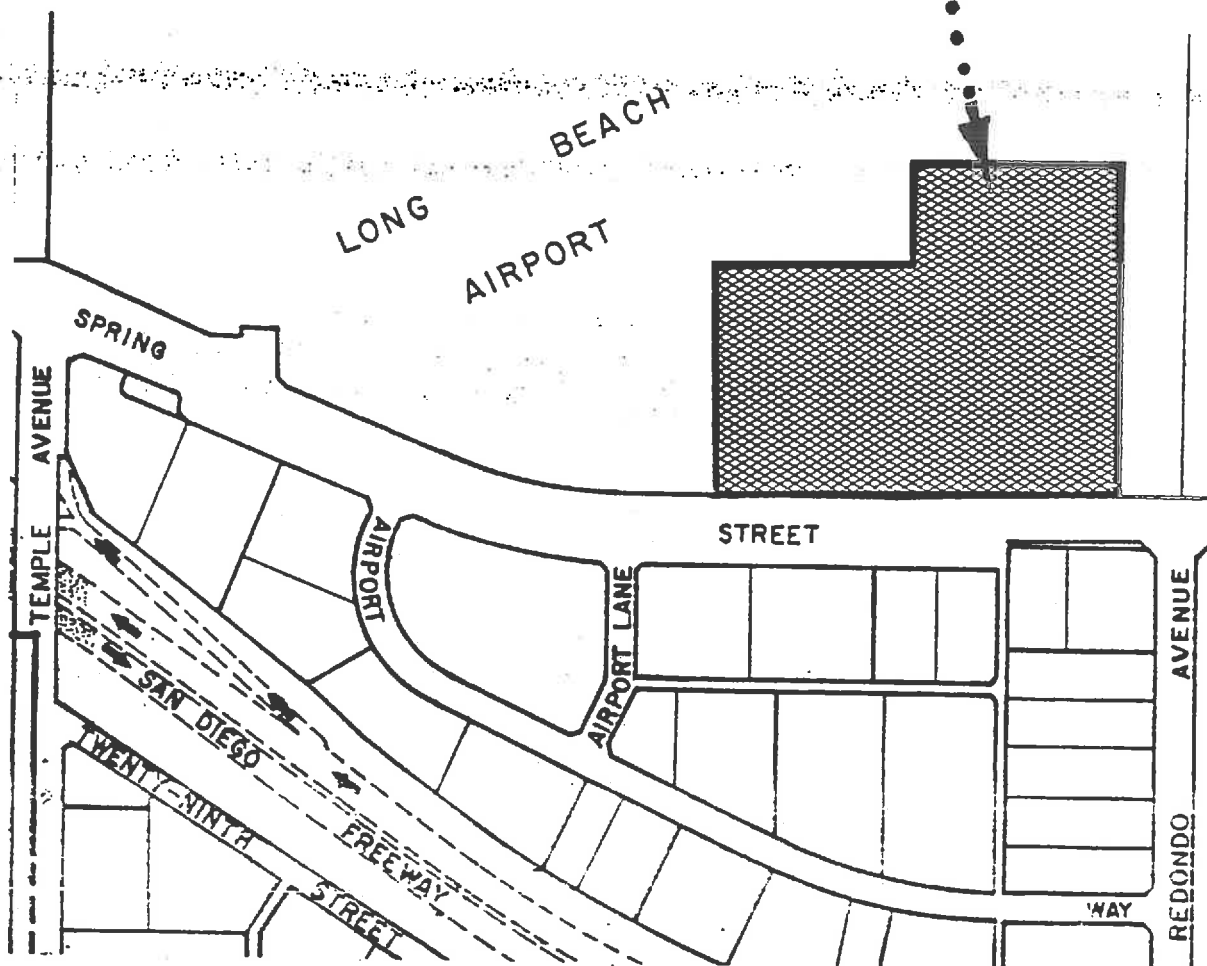
<u>PROJECT NO.</u>	<u>DESCRIPTION</u>	<u>TOTAL AMOUNT</u>	<u>PHASE I AMOUNT</u>	<u>PHASE II AMOUNT</u>
1	CHERRY AVE & CARSON ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	742,000	742,000	
2	CHERRY AVE & 36st ST Adding thru lane and modifying traffic signals.	134,000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

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

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

PD-~~11~~-13



RL 02-15-84

PROPOSED
AMENDMENT TO A PORTION OF PART 17
OF THE USE DISTRICT MAP

REZONING CASE
RZ-142-83