

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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ORDINANCE NO. ORD-17-0004

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING THE WILLOW
STREET CENTER PLANNED DEVELOPMENT DISTRICT
(PD-27) BY ADOPTING A BOUNDARY MAP

WHEREAS, on August 28, 1990, the City Council of the City of Long
Beach adopted Ordinance No. C-6786 establishing the Willow Street Center
Planned Development (PD-27);

NOW, THEREFORE, the City Council of the City of Long Beach ordains
as follows:

Section 1. The Willow Street Center Planned Development District
(PD-27) is hereby amended by adopting the boundary map that is shown on
the attached Exhibit "A."

Section 2. 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.

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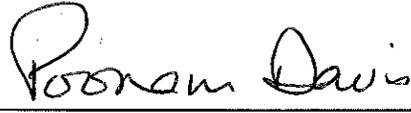
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I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of March 14, 2017, by the following vote:

Ayes: Councilmembers: Pearce, Price, Supernaw,
Mungo, Andrews, Uranga,
Austin, Richardson.

Noes: Councilmembers: None.

Absent: Councilmembers: Gonzalez.

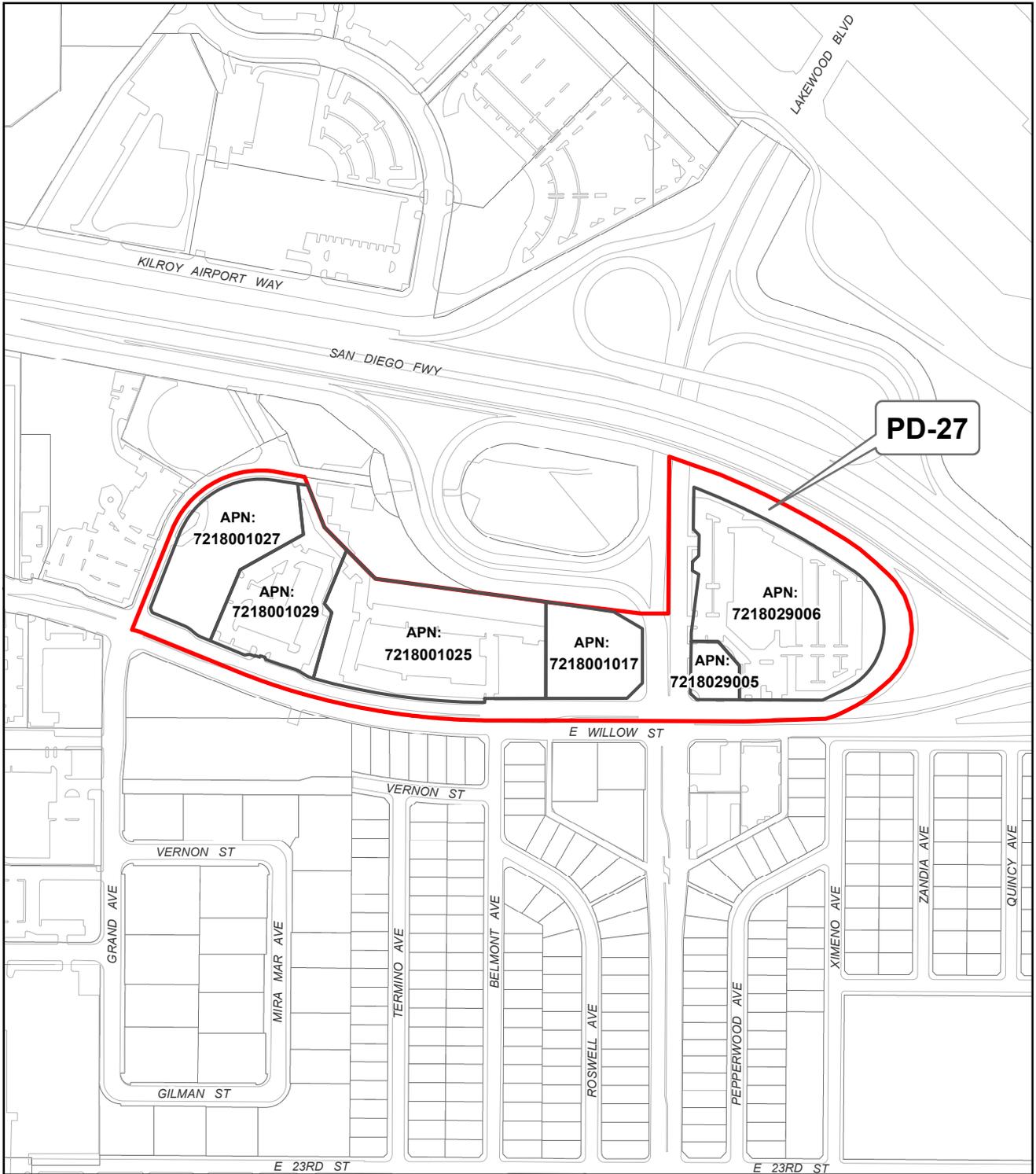


City Clerk

Approved: 3/14/17
(Date)



Mayor



PD-27

 PD-27

PD-27 Map

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



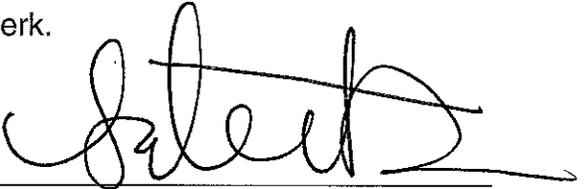
Rezoning Case

EXHIBIT "A"

AFFIDAVIT OF POSTING

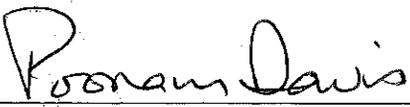
STATE OF CALIFORNIA) ss
COUNTY OF LOS ANGELES)
CITY OF LONG BEACH)

Samantha Vargas Rios being duly sworn says: That I am employed in the Office of the City Clerk of the City of Long Beach; that on the 15th day of March, 2017, I posted three true and correct copies of Ordinance No. ORD-17-0004 in three conspicuous places in the City of Long Beach, to wit: One of said copies in the entrance lobby of City Hall in front of the Information Desk; one of said copies in the Main Library; and one of said copies on the front counter of the Office of the City Clerk.



A handwritten signature in black ink, appearing to read 'S. Vargas Rios', written over a horizontal line.

Subscribed and sworn to before me
this 15th day of March, 2017.



A handwritten signature in black ink, appearing to read 'Poonam Davis', written over a horizontal line.

CITY CLERK

John R. Calhoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802
Telephone (213) 590-6061

1 Sec. 2. Establishing the Willow Street Center Planned
2 Development District (PD-27). By this amendment to the Use
3 District Map, the Willow Street Center Planned Development
4 District is hereby established in Part 17 as designated on the
5 attached amendment to Part 17. The following General Develop-
6 ment and Use Standards are hereby adopted and by this reference
7 made a part of the official Use District Map:

8 WILLOW STREET CENTER

9 PLANNED DEVELOPMENT PLAN (PD-27)

10 This Planned Development Plan for the Willow Street
11 and surroundings is intended to establish guidelines for the use
12 and development of these under utilized parcels of land which
13 are likely to intensify in land use in the near future for uses
14 compatible with the development trend along Willow Street as a
15 high-quality commercial corridor. The anticipated benefits from
16 this development are increased job opportunities within the
17 City, increased municipal revenue through enhanced sales taxes,
18 business license taxes and property tax base, and development of
19 the land with a high quality, visually attractive development,
20 while mitigating traffic impacts in this area of growing
21 development intensity.

22 I. DEVELOPMENT REVIEW PROCEDURES

23 A. Each property owner shall submit a Master Site
24 Plan for Planning Commission approval prior to approval of the
25 first phase or, for projects where the first phase of new
26 development has already begun, prior to the approval of the
27 building permits for the next building. Such Master Site Plan
28 shall identify the location of each building to be built on the

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1 site, the area of the building and the use of each building.
2 The Master Site Plan shall also indicate the overall design
3 character of the site including unifying architectural and
4 landscape design themes.

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

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

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

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1 PD. Substantial conformance shall be determined by Site Plan
2 Review.

3 II. GENERAL USE STANDARDS

4 A. Uses. The uses for the Willow Street Center PD
5 shall be those uses allowed in the Commercial Corridor (CC)
6 zoning district.

7 Further, development of the site shall be limited to
8 409 trips to and from the site per hour in the P.M. peak hours
9 of 4:00 p.m. and 6:00 p.m. and implementation of a Transporta-
10 tion Demand Management Plan that reduces trip generation by
11 twenty percent. The initial plan that satisfies this limitation
12 consists of rebuilding of the Elks Lodge utilizing no additional
13 trips over 1986 levels, 350 hotel rooms in a building not to
14 exceed 340,000 square feet in gross size, and a building not to
15 exceed 100,000 square feet for office uses.

16 B. The type and intensity of development is deter-
17 mined by a specified number of trips per hour in the evening
18 peak period of 4:00 p.m. to 6:00 p.m. This number is calculated
19 by multiplying the area in each use by the traffic generation
20 rates as established in the Trip Generation Manual, Fourth
21 Edition, of the Institute of Traffic Engineering. The number of
22 trips generated by this calculation shall then be reduced by the
23 Traffic Demand Management Plan's trip reduction. The resulting
24 figure is then compared to the permitted peak-hour trips.

25 Other combinations or amounts of the uses permitted in
26 this PD, which generate an equal or lesser number of trips per
27 hour in the peak hours, may be substituted for this use
28 allocation provided that a revised Master Site Plan is approved

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1 by the Planning Commission. In calculating the number of trips
2 utilized, all new development within this PD after January 1,
3 1986, shall be included.

4 C. Changes in the number of trips allocated may be
5 accomplished in the following ways:

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

14 a. Not more than twenty percent of the originally
15 authorized trips are added to the receiving PD;

16 b. The Director of Public Works finds that the
17 transfer will have no significant detrimental effect upon the
18 level of service at any intersection;

19 c. The transfer is implemented by approval by the
20 Planning Commission of amendment to both Master Site Plans to
21 reallocate and document the revised number of trips;

22 d. Notice of the Planning Commission hearing on the
23 Amendment of the Master Site Plans is sent to all owners and
24 lessees, with an interest recorded on the Tax Assessor's rolls,
25 in the Airport Area Planned Developments; and

26 e. All authorized transfer of trips shall not be
27 effective until the change is recorded against the property with
28 the Los Angeles County Recorder.

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

4 a. The increase will not exceed the original alloca-
5 tion by more than twenty percent;

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

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

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

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

26 3. The City will accept applications for modification
27 of development intensity at any time after the traffic
28 mitigation program is adopted through the enactment of necessary

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1 ordinances and establishments of the first assessment district.
2 However, an applicant does not receive first priority for
3 utilizing available trips by merely filing an application.
4 Available trips shall be reserved to an applicant only upon the
5 payment of all necessary traffic mitigation fees for the
6 proposed modification. Because the modification process can
7 take many months to complete, the City may also set aside during
8 the modification process the trips which will be utilized if the
9 application is approved, providing that both of the following
10 conditions are met:

11 a. The traffic analysis has been completed and the
12 Director of Public Works has prepared an estimate of the
13 necessary traffic mitigation fee; and

14 b. The applicant has made a good-faith deposit with
15 the City of cash or letter of credit equal to ten percent of the
16 estimated traffic mitigation fee, which deposit will be for-
17 feited if the applicant does not proceed with the project or
18 does not diligently pursue the application in accordance with a
19 reasonable schedule set forth by the Director of Planning and
20 Building. If this application is approved and the developer
21 meets all traffic mitigation conditions of approval, the deposit
22 will be refunded or credited toward the traffic mitigation fees,
23 at the discretion of the applicant; and

24 4. If additional trips have been authorized for one
25 developer in the Airport area, and that authorization required
26 intersection improvements above those required by the Traffic
27 Mitigation Program, and subsequently another developer requests
28 authorization for additional trips, and those additional trips

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1 are found by the Director of Public Works to not degrade any
2 intersections due to the additional improvements paid for by the
3 first developer, then the Director of Public Works shall require
4 the second developer to reimburse the first developer for a
5 pro-rata fair share of the additional improvement costs. Such
6 fees shall be collected from the second developer according to
7 the procedures established for developer fees in the Traffic
8 Mitigation Program. The Director of Public Works shall then
9 notify the first developer, or the successor-in-interest, of the
10 receipt of the funds, and shall authorize disbursement of such
11 funds to the first developer, or successor, upon receipt of
12 documentation from the first developer, or successor, that they
13 had actually expended their share of the funds.

14 III. GENERAL DEVELOPMENT STANDARDS

15 A. The development standards applicable to the site
16 shall be those of the Commercial Corridor (CC) zoning district,
17 except:

18 1. Building Heights. All structures shall be subject
19 to the Federal Aviation Administration height restrictions so
20 that no building shall be a hazard to air navigation. On the
21 north side of Willow Street, no other height restriction shall
22 apply up to a maximum permitted height of 230 feet or 20
23 stories, plus penthouse and heliport stop, whichever is less.

24 2. Maximum Building Area. No individual building
25 shall exceed a gross usable floor area of 440,000 square feet.
26 For purposes of this standard, open parking structures shall not
27 be considered floor area. Total building on the site (excluding
28 open parking structures) shall not exceed a floor area ratio to

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1 site area of 4.1:1.0.

2 3. Other Development Standards. All development
3 shall comply with the parking, landscaping, equipment screening,
4 utility undergrounding and roadway dedication and improvement
5 requirements of the Zoning Regulations.

6 4. Billboards and Signs. No billboards shall be
7 constructed, installed or maintained. Any signs, banners or
8 like displays which may be placed in or upon any building or
9 structure so that they are visible from the outside, shall not
10 exceed one square foot of area for each linear foot of street or
11 freeway frontage. No such signs shall be located more than
12 twenty-five feet above grade, except one building identification
13 sign shall be allowed per facade facing the freeway. No free-
14 standing sign shall exceed one square foot of area for each
15 linear foot of street or freeway frontage nor exceed eight feet
16 in height above grade.

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

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

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

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

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

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

15
16 Sec. 2. The City Clerk shall certify to the passage
17 of this ordinance by the City Council and cause it to be posted
18 in three conspicuous places in the City of Long Beach, and it
19 shall take effect on the thirty-first day after it is approved
20 by the Mayor.

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

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

Ayes: Councilmembers: Braude, Edgerton, Drummond,
Clark, Robbins, Smith,
Kellogg, Harwood.
Noes: Councilmembers: None.
Absent: Councilmembers: Grabinski.

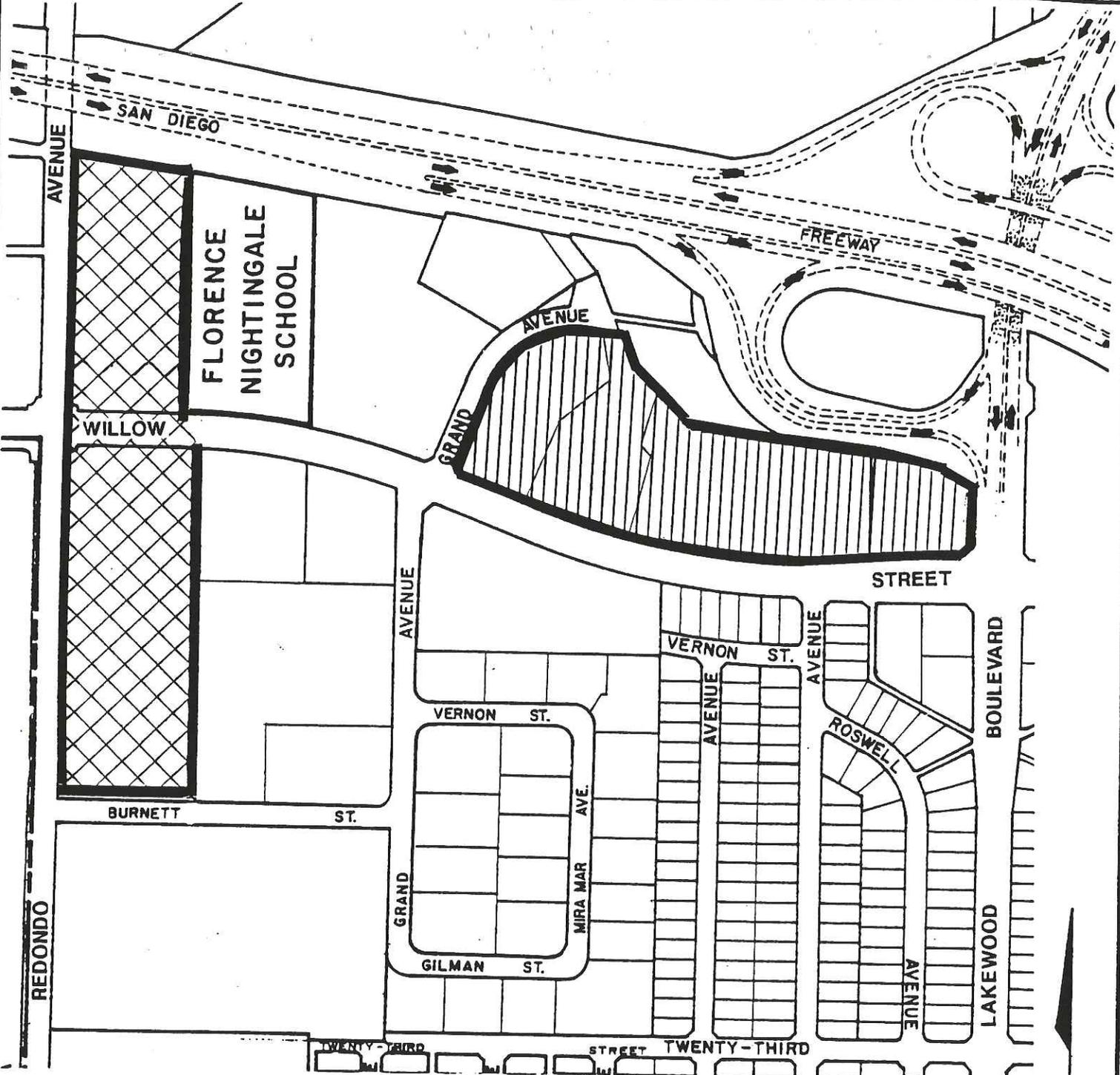
Stelba Powell
City Clerk

Approved: 9.4.90
(Date)

E. Kell
Mayor

John R. Calhoun
City Attorney of Long Beach
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Telephone (213) 590-6061

WHK/am
07/12/90
07/20/90
07/25/90
A:127.PD



PD - 15



PD - 27

NOT TO SCALE

MC 7-23-90

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

REZONING CASE
RZ 9006-32

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.			

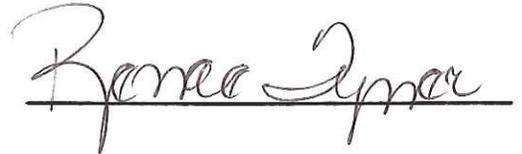
14	CLARK AVE & CONANT ST Adding thru and turn lanes and modifying traffic signals.	46,000		46,000
15	CLARK AVE & WARDLOW RD Adding thru and turn lanes and modifying traffic signals.	301,000		301,000
16	CLARK AVE & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.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

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

AFFIDAVIT OF POSTING

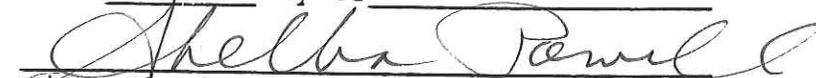
STATE OF CALIFORNIA) ss
COUNTY OF LOS ANGELES)
CITY OF LONG BEACH)

Renae Tyner being duly sworn says: That she is
an employee in the office of the City Clerk of the City of
Long Beach; that on the 5th day of September, 1990
she posted three true and correct copies of Ord. No. C-6786
in three conspicuous places in the City of Long Beach, to wit:
One of said copies in the Main corridor of the City Hall in front
of the office of the City Clerk of the City of Long Beach; one
of said copies in the Main Library and one of said copies in the
entrance lobby of the County Building, 415 West Ocean Boulevard.


Renae Tyner

Subscribed and sworn to before me

this 5th day of September, 1990


Shelby Powell
City Clerk of the City of Long Beach