ORDINANCE NO. C-6780

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LONG BEACH AMENDING ORDINANCE NO. C-6040, ADOPTED APRIL 24, 1984, RELATING TO IMPLEMENTING A TRAFFIC MITIGATION PROGRAM WITHIN THE ATLANTIC AVIATION CENTER PLANNED DEVELOPMENT DISTRICT (PD-13)

The City Council of the City of Long Beach ordains as follows:

Section 1. Section 2 of Ordinance No. C-6040, adopted April 14, 1984, is amended to amend that Division entitled "Development Review Procedures" in its entirety to read as follows:

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 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 building 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.

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

GENERAL USE STANDARDS

(a) Uses

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

(b) As used in this ordinance:

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

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

(c) 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 Trip Generation Manual, Fourth Edition, of the Institute of Traffic Engineering. The number of trips generated by this calculation shall then be reduced by the Traffic Demand Management Plan's trip reduction. The resulting figure is then compared to the permitted peak-hour trips.

(d) 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.

(e) 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 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: Redondo Avenue; PD-17: Alamitos Land Company; PD-7: 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 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 Develop-
ments;

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

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 level of service is a 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; and

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 rolls, in the Airport Area Planned Developments;

f. The City will accept applications for modification of development intensity at any time after the Traffic Mitigation Program is
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
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
developer, or the successor-in-interest, of
the receipt of the funds, and shall autho-
rize 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.

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

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

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

(c) Building Coverage and Maximum Building
Area.

1. There shall be no minimum or maximum
building coverage. The percentage of lot cover-
age shall be determined by Site Plan Review. Lot
coverage shall reflect a proportional development
- 9 -
between building, parking and landscaping.

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

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

8. Road Improvements

1. 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 (herein-after 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 (see Exhibit "A" attached hereto and incorporated herein by reference) 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 the 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.

2. 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.

3. 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 designed 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.

4. 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.

5. 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.

Sec. 6. 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 August 28, 1990, by the following vote:

Ayes: Councilmembers: Braude, Edgerton, Drummond,
       Clark, Robbins, Smith,
       Kellogg, Harwood.

Noes: Councilmembers: None.

Absent: Councilmembers: Grabinski.

Approved: 9-4-90 (Date)

Mayor

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

REZONING CASE
RZ-142-83