

Appendix B

Guiding Principles for Terminal Design Concepts

MEMORANDUM



date May 7, 1990
to Ray Holland, Director of Public Works
Chris Kunze, Manager - Airport Bureau
from  Ruthann Lehrer, Neighborhood and Historic Preservation Officer
subject MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU) pertains to guidelines for future environmental review of the Airport Terminal Building, to define and clarify the application of the Secretary of the Interior's Standards for Rehabilitation and Guidelines for the Rehabilitation of Historic Buildings (the Standards) for the Long Beach Airport Terminal Building. This MOU shall be adopted by resolution of the Cultural Heritage Commission and signed by the Head of the Department of Public Works, and shall govern future requests for Certificate of Appropriateness review.

The intent of this MOU is to protect the historic architectural qualities of the Airport Terminal Building, consistent with the Standards, particularly guideline #2 of the Standards: "The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided."

Historical landmark designation addresses permanent structural alterations, additions or demolitions affecting the distinguishing architectural characteristics of the Airport Terminal Building.

Those features are, specifically:

The exterior walls of the building, shaped in an arc segment and stepped up to a central tower; the exterior windows and doors which are original and which are carefully designed in relationship to the building; the exterior projecting canopy between the first and second floors; the exterior railings; the circular vents; the interior floor mosaics; the interior light fixtures; wall clock; interior stair railings; interior curved walls; interior and exterior signage which is original; exterior colors.

Cultural Heritage review occurs only when a building permit is requested from the Department of Building and Planning. Within the context of this review, reversible, or nonpermanent alterations, will be permitted unless they are intrusive or overwhelming to the building's architectural character. Minor alterations and/or changes requiring a building permit that are consistent with the Standards are approved by the Preservation Officer administratively, with a Certificate of Appropriateness procedure.

The Cultural Heritage Commission review is not concerned with commercial operations and services in the Terminal which do not destroy, remove or alter the major architectural features of the Terminal. The following operations do not involve changes to historically significant parts of the building and are therefore outside the purview of the Cultural Heritage Commission:

airline ticket counters; car rental area; snack shops, gift shops; baggage claim. Other commercial or public services which utilize non-significant space, or which affect architecturally significant space but which conform to the Standards, are permissible and will be accepted by the Cultural Heritage Commission.

New construction and interior design shall not be required to replicate a false historic appearance. New construction and design may be contemporary and reflect the present era, unless it constitutes a serious intrusion and removes important elements of the Terminal's architectural character. This is consistent with Standard # 3, stating: "Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken."

New signage in public areas will be reviewed by the Commission, and will be permitted unless it constitutes a serious intrusion on the Terminal's architectural character.

Repair and maintenance are excluded from review of the Cultural Heritage Commission.

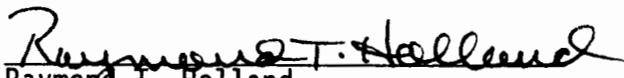
The ten Standards are attached for reference.

Signed:

Louis Skelton, Chairman
Cultural Heritage Commission

Adopted by Cultural Heritage Commission on: _____

Date Signed: _____


Raymond T. Holland
Director, Department of Public Works

Date: 11/6/90

**THE SECRETARY OF THE INTERIOR'S
STANDARDS FOR REHABILITATION**

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Revised 2/26/90

Ser. No. _____
 HABS _____ HAER _____ NR _____ SHL _____ Loc _____
 UTM: A _____ B _____
 C _____ D _____

HISTORIC RESOURCES INVENTORY

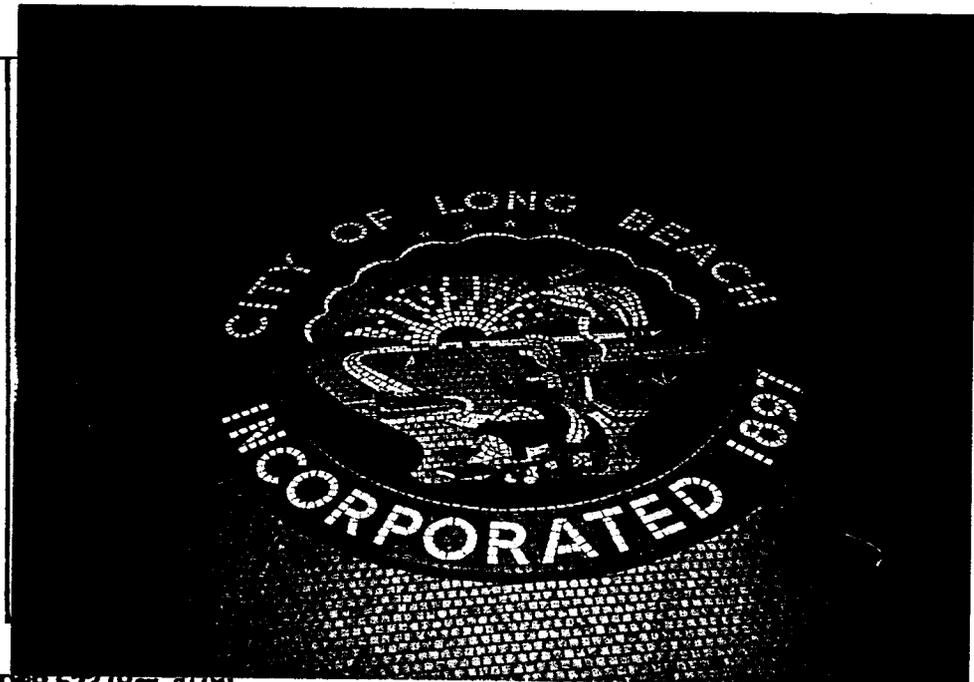
IDENTIFICATION

1. Common name: Ceramic Tile Mosaics at Long Beach Airport
2. Historic name: _____
3. Street or rural address: 4100 E. Donald Douglas Drive
 City Long Beach Zip 90808 County Los Angeles
4. Parcel number: _____
5. Present Owner: The City of Long Beach Address: _____
 City _____ Zip _____ Ownership is: Public Private _____
6. Present Use: Flooring Original use: Flooring

DESCRIPTION

- 7a. Architectural style: _____
- 7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

The mosaics cover 4300 sq. ft. of the main concourse on the first floor, the intermediate stair landings and the corridor on the second floor. The decorative design on the general subject of aviation and sea transportation, including seagulls and fish, was created to reflect Long Beach's importance as a sea and air terminal. A large map of the world showing air routes occupies the central portion of the concourse floor. All but two mosaics on the first floor are covered by carpets and maybe even linoleum. The mosaics on the second floor and the stair landings are visible, and use the sky and the constellation of the northern hemisphere as the design motifs. The mosaics were designed to solve a problem of intense light created by the western exposure of the building.



8. Construction date:
 Estimated _____ Factual 1941
9. Designer Grace Clements
~~Architect~~ _____
10. Builder _____
11. Approx. property size (in feet)
 Frontage _____ Depth _____
 or approx. acreage _____
12. Date(s) of enclosed photograph(s)
Feb. 1985

13. Condition: Excellent ___ Good X Fair ___ Deteriorated ___ No longer in existence ___
14. Alterations: _____
15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential ___ Industrial ___ Commercial ___ Other: inside air terminal
16. Threats to site: None known ___ Private development ___ Zoning ___ Vandalism ___
Public Works project ___ Other: airport expansion
17. Is the structure: On its original site? yes Moved? ___ Unknown? ___
18. Related features: airport terminal

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

The ceramic tile mosaics are a creation of the art project of the WPA. The designs represent typical principles of abstract design in the early 1940's, and possess a significant value as a local example of an era in our national history.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
- Architecture 1 Arts & Leisure _____
Economic/Industrial ___ Exploration/Settlement _____
Government 2 Military _____
Religion _____ Social/Education _____

21. Sources (List books, documents, surveys, personal interviews and their dates).
- Interview with Kenneth S. Wing
 - L.B. City Library files
 - Long Beach Historical Society
 - Calif. Arts and Architecture 1942
 - Press- Telegram articles in 1950's

22. Date form prepared February 1985
By (name) John K. Perttula
Organization Cultural Heritage Committee
Address: 333 W. Ocean Blvd.
City Long Beach Zip 90802
Phone: 590-6607

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

AIRPORT NOMINATION

Architectural style: Streamline Moderne/International Style

Description:

The building is a masterpiece of the early modern style, in excellent condition and largely intact. It is a reinforced concrete building, shaped as a segment of an arc, the radius of which is 285 feet. Its length is 170 ft. It is a three-story building crowned with a control tower. The configuration of the upper deck and control tower, the use of metal ship's railings and the use of round porthole windows convey the image of a ship, a popular theme of the 'thirties for the Streamline Moderne style. It is a particularly appropriate image for the port of entry to Long Beach, a harbor city with a famous beach.

The building is symmetrical. The entry side has three identical doorways, elegantly designed with geometrical divisions. The push bar consists of three horizontal metal strips, ending in a segmented arc handle. At the far sides of the ground floor are projecting bays, containing windows unified by projecting horizontal bands and enclosed by a projecting, narrow rectangular ledge. Two porthole vents are subdivided in vertical and horizontal lines. A sweeping horizontal canopy separates the first and second floors. The second floor windows are articulated in sets of threes: three vertical divisions, each subdivided into three horizontal divisions. The vertical divisions are thicker, and shaped as semi-circles. The windows are wider than they are long, oriented with the building's horizontality.

The rear of the building, facing the airfield, contains a large semi-circular, glass bay which houses the restaurant. Outside are open viewing terraces. The windows are articulated into rectangular subdivisions, oriented horizontally.

The interior of the ground floor contains the original ceiling light fixtures, original abstract geometrical clock, original floor mosaics, and original waiting room facing the air field. The ceiling lights are unique, recessed metal fixtures consisting of concentric circles reminiscent of an engine turbine. The recess contains indirect cove lighting. The floor mosaics have been mostly covered by carpet; two are still visible: seagulls at the south entry, and the City seal at the main west entry.

The second floor is accessed by staircases placed at each side of the main concourse. The iron handrails are unique designs of verticals, horizontals and circles, in keeping with the overall geometric motifs. The stair landings are semi-circular enclosures, with a sunburst mosaic on the floor. The floor mosaics on the second floor are entirely visible, consisting of sky-and-star abstractions and a central mosaic of the zodiac. The zodiac mosaic is placed at the entry to the restaurant, which steps down in three arc terraces and overlooks the airfield through the bay window. Doorway entries are shaped in rounded curves.

This building achieves a unique synthesis of architecture and the decorative arts, with all parts of the building harmoniously unified and integrated, down to the smallest detail. Signage throughout the building is designed to harmonize with the "Moderne" architectural theme, and constitutes an important element of the building's character.

The building was renovated in 1983 with the addition of a canopied passageway and service areas to the south of the original building. These additions do not detract from the integrity of the original building.

The restaurant was renovated in 1984, and is decorated in an Art Deco style. The furniture is modern, but harmonious with the building's architecture.

The ceramic tile floor mosaics constitute a major public art project, designed by Grace Clements for the WPA. The murals were extensively described and praised in California Arts and Architecture, December 1942. Communication is the general theme for the first floor, with a large map of the western hemisphere showing air routes in the central portion. Other motifs are ships, aviation, telephone, birds, fish and a sailboat. Each of four vignettes deals with a particular means of communication, by land, water, air and sound. Each portrays a characteristic instrument - transit, sextant anemometer, radio tube and map charts. The second floor floor mosaics use the sky and constellations as the decorative motif. The design of the mosaics successfully fused figurative art with abstraction, and are characteristic of their era.

SIGNIFICANCE:

The Long Beach Airport is the most significant public building in the City architecturally, and historically reflects a major industry that affected the development of the City.

Architecturally, the building was a pioneering work of modern design. It incorporates elements from the Streamline Moderne style of the 'thirties into the International Style of the post-war period. All elements, large and small, are carefully designed and integrated into a harmonious whole, permeated with the love of geometric abstraction typical of the style. The building's architecture has a thematic component as well, recalling the image of ships, particularly suitable for the City of Long Beach with its harbor and beach.

The building is important for its extensive artistic decorative program, with ceramic tile floors on the first and second floors designed by artist Grace Clements. The theme of the mosaics is transportation and communication, with imagery from the world of modern technology and the world of nature. The theme of the second floor is the sky, particularly appropriate for an airport.

The building's importance for architecture and the decorative arts was recognized in its being published in the prestigious magazine, California Arts and Architecture (December 1942), a world-renowned and influential publication that promoted the avante garde in modern design.

The architects, W. Horace Austin and Kenneth Wing, are two of Long Beach's most important and eminent architects. Austin's designs include the Long Beach City Hall, the Pacific Tower, the Woodrow Wilson and Horace Mann High Schools, the YMCA Building, the original Buffum's Department Store (demolished), the Press-Telegram Building, the San Pedro Post Office, the Santa Ana City Hall, the Bower Museum in Santa Ana and the Santa Ana Masonic Temple. Kenneth Wing designed the Harriman Jones Clinic, the Southern California Edison Building, the physical education building and cafeteria at California State University/Long Beach, and a number of schools, churches and fine homes. He was associated with Allied Architects in the design of Long Beach City Hall and Library, and the Terrace Theater and Exhibit Center. He was also involved with the design of the original main building of the Memorial Medical Center of Long Beach. Mr. Wing was 40 years old, Mr. Austin 60 years old, when the Airport building was designed.

The building is important historically in reflecting the pioneering role of Long Beach in the early history of aviation, and the role of the airport in the development of the City.

Aviation is one of the legs of the tripod on which Long Beach was built, the others being ocean shipping and oil production. Entering the scene only seven years after the Wright brothers' first powered flight, Long Beach has been an important factor in aviation's growth from the 1910 flight of the first airplane built in the City to the City's position

today as the site of Douglas Aircraft's principal commercial aircraft construction, and of many passenger and freight airline operations. The terminal building at Long Beach Airport epitomizes much of this history.

Three previous sites nurtured early Long Beach aviation: the beach at the foot of Linden Avenue, from the first locally flown airplane through U.S. Navy aviator training in early World War I; a site near Long Beach Boulevard and Bixby Road where, in 1919-20, Earl S. Daugherty established a flying field which he called Chateau Thierry; and a 23-acre site at Long Beach Boulevard and Willow Street, bought by Daugherty and used as the site of a flying school. It was in 1924 that the Long Beach City Council established "The Long Beach Municipal Airport, Daugherty Field" on 80 acres at Spring Street and Cherry Avenue, a site which now is a little-used part of the present 1,166-acre facility whose name in general usage has been shortened to Long Beach Airport. Construction of the present terminal building took place in 1940-41, during the same general time that Douglas Aircraft established its present manufacturing facility on adjoining land.

The Long Beach Municipal Airport was the first municipal airport to be established in Southern California, in 1924 (the first hangar at LAX was constructed in 1929). The first hangar at the Long Beach airport was built in 1925, and was later sold to Earl Daugherty for his flying school. Earl S. Daugherty (1887 - 1928) was a pioneer aviator in Long Beach, who convinced the city council to establish a municipal airport.

The airport was a major factor in attracting Donald Douglas to establish his aircraft factory here, in 1940. Mr. Douglas purchased private land adjacent to the airport and broke ground for his factory on November 22, 1940. The factory went into high gear for wartime production. Today, McDonnell Douglas is the city's largest employer and taxpayer.

CRITERIA FOR DESIGNATION

Long Beach Municipal Airport - Terminal Building

- A. It possesses a significant character, interest or value attributable to the development, heritage or cultural characteristics of the City, the southern California region, the state or the nation or if it is associated with the life of a person significant in the past.

The airport is significant as the first municipal airport in the Southern California region, preceding LAX by three years. Long Beach was a pioneering center of aviation in Southern California, with the accomplishments of men such as Earl S. Daugherty and Calbraith Henry Rodgers. Rodgers completed the first transcontinental flight from New York to Long Beach in 1911. Daugherty built airplanes, ran a flying school, encouraged the City to found a municipal airport, and in many ways advanced the field of aviation in its early days. Two other Long Beach aviation adventurers, Clyde Schlieper and Wes Carroll, set a world's record in 1939 for the longest sustained flight - 30 days in the air. They departed and returned to Marine Stadium in Alamitos Bay.

The Long Beach airport has been a significant part of the City's economy since its founding in 1924, and an important factor in Long Beach's economic growth. The establishment of Douglas Aircraft Co. in Long Beach in 1940 (today McDonnell Douglas) was primarily due to the existence of the Long Beach airport.

- C. It exemplifies the cultural, political, economic, social or historical heritage of the community.

It exemplifies the historical and economic heritage of the community in that the airport was a major factor in the development of Long Beach as an urban center. Aviation played a major role in the City's early history, due to the enthusiasm of early aviation pioneers such as Earl S. Daugherty, who was inspired by the first air meet of 1910 in Dominguez Hills.

- D. It portrays the environment in an era of history characterized by a distinctive architectural style.

The building is a masterpiece of the early modern style, bridging the transition from the modernistic Streamline Moderne style of the 'thirties to the geometric abstraction of the International Style of the post-war period. It was an avante-garde work of architecture for its time, and is a unique building in the City of Long Beach.

- F. It is the work of a person or persons whose work has significantly influenced the development of the City or the southern California region.

The architects, W. Horace Austin and Kenneth Wing, Sr., were important Long Beach architects, each with a significant body of work in the city and the region. Austin's designs include the Long Beach City Hall, the Pacific Tower, the Woodrow Wilson and Horace Mann High Schools, the YMCA Building, the original Buffum's Department Store (demolished), the Press-Telegram

Building, the San Pedro Post Office, the Santa Ana City Hall, the Bower Museum in Santa Ana and the Santa Ana Masonic Temple. Kenneth Wing designed the Harriman Jones Clinic, the Southern California Edison Building, the physical education building and cafeteria at California State University/Long Beach, and a number of schools, churches and fine homes. He was associated with Allied Architects in the design of Long Beach City Hall and Library, and the Terrace Theater and Exhibit Center. He was also involved with the design of the original main building of the Memorial Medical Center of Long Beach.

- G. It contains elements of design, detail, materials, or craftsmanship which represent a significant innovation.

The use of ceramic mosaic floor tiles throughout the building was an innovative way to include extensive mural decoration as public art in a building with a lot of glass and other functional constraints. The themes and decorative style of the ceramic murals were unique and innovative. Although the imagery was representational, the stylized forms reflected modern post-war artistic trends. The symbolic elements were selected to enrich the experience of the traveler, and evoke a larger context for air travel with allusions to other forms of transportation and communication in the world.

- H. It is part of or related to a distinctive area and should be developed or preserved according to a specific historical, cultural or architectural motif.

It is the quintessential theme building of the airport, and its signature element. It should be preserved as reflecting the identity and distinctiveness of the Long Beach airport.

- I. It represents an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristic.

As the single port of entry and departure for Long Beach airport, and the most prominent visual feature of the airport, it represents an established and familiar visual feature of the neighborhood and should be preserved.

STANDARDS AND GUIDELINES

LONG BEACH AIRPORT - TERMINAL BUILDING

The Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (1983) are incorporated by reference, and shall guide future changes to the building.

The building's exterior and interior shall be regulated by the provisions of this ordinance. Any alterations, modifications or repair of the building shall be consistent with its historic character. Ordinary maintenance and upkeep are exempt from Cultural Heritage Commission review.

No environmental changes shall be permitted unless a Certificate of appropriateness has been applied for and approved by the Cultural Heritage Commission.

\$3.00

PD - 12

ORDINANCE NO. C- 7496

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AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LONG BEACH AMENDING AND READOPTING THE DEVELOPMENT AND USE STANDARDS FOR THE LONG BEACH AIRPORT TERMINAL PLANNED DEVELOPMENT PLAN (PD-12); AND REPEALING ORDINANCE NOS. C-5879 and C-6779

WHEREAS, on August 10, 1982, the Long Beach City Council adopted Ordinance No. C-5879, establishing the Long Beach Airport Terminal Planned Development Plan (PD-2); and

WHEREAS, on October 4, 1988, Ordinance No. C-6533 amended Long Beach Municipal Code Section 21.37.020 which renamed the Long Beach Airport Terminal Planned Development District as PD-12; and

WHEREAS, on August 28, 1990, Ordinance No. C-5879 was amended by Ordinance No. C-6779 relating to the implementation of a traffic mitigation program within the Long Beach Airport Terminal Planned Development.

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

Section 1. The Long Beach Airport Terminal Planned Development Plan (PD-12) development and use standards are hereby adopted and restated in its entirety to read as follows:

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//
//

J. Calhoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

1 materials, and aircraft manufacturing and repair. If
2 administrative offices for light industrial exceeds ten
3 percent of the gross usable floor area, then the office
4 use portion is treated as an office building.

5 C. "Hotel" is defined as: Use of property for
6 rental of rooms, suites or dwelling units for a period of
7 thirty days or less. This includes as accessory uses,
8 retail sales, restaurants, taverns, meeting rooms,
9 conference rooms and banquet rooms and up to fifteen
10 percent of the rooms rented for periods of thirty-one days
11 or more.

12 D. "Gross usable floor area" is defined as: Gross
13 floor area minus entry lobby, elevator shafts, stairwells,
14 utility cores and shafts, equipment rooms and bathrooms.

15
16 III. USES.

17 A. PERMITTED USES. The following uses shall be
18 permitted within the geographic subareas of the Long Beach
19 Airport Terminal PD as designated on the Land Use Plan
20 attached hereto (Exhibit "A"). This Land Use Plan is
21 general in nature and the boundaries and acreage shall not
22 be considered permanent. The Director of Planning and
23 Building shall have the authority to approve minor
24 modifications.

25 1. SUBAREA 1

26 a. Uses. The uses allowed include such uses
27 as, but are not limited to:

28 (1) Airport terminal and terminal- and

1 passenger-related services and support facilities,
2 including restaurants/food service; car rental; gift
3 shops; travel agencies; and automated bank teller;

4 (2) Airport- and aviation-related
5 commercial office, including corporate offices for
6 airport-dependent or airport-associated firms;

7 (3) Research, assembly, manufacture,
8 testing and repair of aviation-related components,
9 devices, equipment and systems;

10 (4) Other similar and compatible uses
11 approved by the Director of Planning and Building.

12 b. Interim Uses. Interim uses of Subarea 1
13 shall be limited to aviation services and aviation support
14 services and shall require written approval by the
15 Director of Public Works that such uses shall not conflict
16 with future airport terminal and airport terminal support
17 facilities. Uses permitted as aviation services and
18 aviation support services shall be such as, but not
19 limited to:

20 (1) Aircraft tie down facilities for based
21 on transient aircraft;

22 (2) Sale, rental, and lease of new and
23 used aircraft (both retail and wholesale);

24 (3) Sale of aircraft parts and accessories
25 and related equipment (both retail and wholesale);

26 (4) Storage, sale and dispensing of
27 petroleum products;

28 (5) Sale of pilot supplies and

1 accessories;

2 (6) Sale of aircraft insurance;

3 (7) Financing of aircraft;

4 (8) Operation of air cargo and air
5 freight activities;

6 (9) Flight operations, including ground
7 school, flight training/proficiency, demonstration
8 of aircraft for sale, charter and air taxi service;

9 (10) Maintenance, repair, overhaul and
10 modification of aircraft, aircraft engines,
11 airframes, flight systems, instruments, avionics,
12 electronics equipment, propellers and related
13 aircraft components;

14 (11) Rental of aircraft storage hangars
15 and open tie down facilities;

16 (12) Parachute, fire extinguisher and open
17 tie down facilities;

18 (13) Line services for the purpose of
19 meeting the needs of transient aircraft; and

20 (14) Such other aviation related uses as
21 may be approved in writing by the Director of Public
22 Works and the Director of Planning and Building.

23
24 2. SUBAREA 2

25 a. Uses. The uses allowed include such uses
26 as, but are not limited to:

27 (1) Airport terminal and terminal- and
28 passenger-related services and support facilities,

1 including restaurants/food service; car rental; gift
2 shops; travel agencies; and automated bank teller;

3 (2) Airport- and aviation-related
4 commercial office, including corporate offices for
5 airport-dependent or airport-associated firms;

6 (3) Research, assembly, manufacture,
7 testing and repair of aviation-related components,
8 devices, equipment and systems;

9 (4) Other similar and compatible uses
10 approved by the Director of Planning and Building.
11

12 3. SUBAREA 3

13 a. Uses. The uses allowed include such uses
14 as, but are not limited to:

15 (1) Basic personal services and retail
16 sales, including accountants; advertising agencies;
17 attorneys; banks and other financial offices; barber
18 shops and beauty salons**; blueprinting,
19 photostating and printing shops; book and stationery
20 stores; car rental; corporate headquarters; doctors,
21 dentists; employment agencies; engineers,
22 architects, planners; escrow and real estate
23 companies; gift shops**; hotel and motel; insurance
24 companies; liquor stores**; lunch rooms, cafeterias,
25 cafes, restaurants; photographers, artists;
26 taverns**; travel agencies; training and education;
27 and other similar and compatible uses approved by
28 the Director of Planning and Building.

1 (**Services of this type, if located in this
2 Subarea, will be located within a building devoted
3 to other primary uses, such as an office or hotel.)

4 (2) Airport-and aviation-related
5 commercial office, including corporate offices for
6 airport-dependent or airport-associated firms;

7 (3) Research, assembly, manufacture,
8 testing and repair of aviation-related components,
9 devices, equipment and systems;

10 (4) Other similar and compatible uses
11 approved by the Director of Planning and Building.

12 B. EXISTING USES. Existing uses in lease areas may
13 continue and may be expanded to the extent allowed in the
14 lease for the term of the lease, whether or not they
15 conform to these use restrictions. Uses that do not
16 conform to these restrictions shall not be granted new
17 leases or extensions to their existing leases unless the
18 use is changed to conform to these restrictions.

19 C. CONDITIONAL USES. Entertainment services shall
20 be subject to the Conditional Use Permit provisions of the
21 Zoning Regulations.

22
23 IV. DEVELOPMENT REVIEW PROCEDURES

24 A. SITE PLAN REVIEW. All development proposals
25 within this Planned Development District shall be subject
26 to the Site Plan Review provisions of the Zoning
27 Regulations.

28 No building permit, lease or commercial use permit

1 shall be issued for any building on the site until a Site
2 Plan Review has been approved, or conditionally approved
3 and all conditions agreed to. Site Plan Review shall
4 review each building project for consistency with the PD
5 requirements, functionality of building layout,
6 consistency with detailed zoning standards and
7 architectural and landscape architectural quality.

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

15 In the submission of individual buildings, it is
16 recognized that the building sizes may be changed,
17 building locations redistributed or the mix of uses
18 adjusted to meet changing user demands. However, the
19 intensity of development as measured in trips shall not
20 be changed except by the procedure described later in the
21 PD.

22
23 V. DEVELOPMENT STANDARDS.

24 A. BUILDING SITING. All buildings shall be
25 arranged on their site to provide views between buildings,
26 to avoid the impression of a wall of buildings adjacent
27 to any public right-of-way and to encourage views of the
28 airport terminal building.

1 B. PARKING STRUCTURES. All parking structure roofs
2 shall be designed to carry landscaping in planters. The
3 nature and amount of landscaping shall be determined
4 during site plan review. The visible edges of all parking
5 structures shall be made visually attractive through
6 choice of material, landscaping and/or terracing.
7 Vehicular and pedestrian circulation routes shall be
8 clearly indicated. Independent and separate pedestrian
9 access shall be provided from all parking structures to
10 all surrounding principal uses. All parking structures
11 shall be architecturally compatible with the existing
12 terminal building. Exterior facades should be articulated
13 so that there is relief from long uninterrupted horizontal
14 and/or vertical lines. For the purpose of interpreting
15 these standards, all parking structures shall be
16 considered buildings.

17 No parking structure shall be located so that the
18 line of sight from Donald Douglas Drive approaching the
19 terminal is disrupted. A special height restriction shall
20 limit any parking structure opposite the terminal building
21 to thirty-two feet. Forty-three feet shall be the maximum
22 height allowed for any other parking structure.

23 C. BUILDING HEIGHTS. All buildings shall be
24 subject to the conditions contained in the limits mandated
25 by the Federal Aviation Administration so that no building
26 shall exceed the height of the Federal Aviation
27 Administration FAR Part 77. All building heights should
28 be integrated with a total design concept and shall be

1 related to the existing and planned developments of the
2 plan area.

3 D. BUILDING SETBACKS. The setback limitations for
4 buildings facing Lakewood Boulevard and Donald Douglas
5 Drive shall be a minimum of thirty feet from the Lakewood
6 Boulevard property line and ten feet from Donald Douglas
7 Drive.

8 Buildings along Lakewood Boulevard shall be staggered
9 and separated so as to encourage visual and physical
10 penetration of the Lakewood Boulevard frontage. Not less
11 than twenty feet shall be provided between any two
12 buildings. Front, rear, and sideyards not fronting on
13 Lakewood Boulevard or Donald Douglas Drive shall be not
14 less than five feet in depth.

15 E. BUILDING COVERAGE. There shall be no minimum
16 or maximum building coverage. The percentage of lot
17 coverage shall be determined by Site Plan Review. Lot
18 coverage shall reflect a proportional development between
19 building, parking and landscaping so that the site creates
20 the impression of a garden office park development without
21 building congestion or excessive paved parking area.

22 F. ACCESSORY AND TEMPORARY STRUCTURES. No portable
23 buildings, trailers, or other similar portable structures
24 shall be permitted without prior written approval from the
25 Director of the Department of Planning and Building
26 (except construction offices).

27 G. BILLBOARDS AND SIGNS. No billboards shall be
28 constructed, installed or maintained. Any signs, banners

1 or like displays which may be placed in or upon any
2 building or structure in such a manner as to be visible
3 from the outside thereof, except those approved by the
4 Department of Planning and Building according to the
5 Zoning Regulations, shall be prohibited. Furthermore, no
6 freestanding signs shall exceed eight feet in height.

7 H. LANDSCAPING. These landscape guidelines are
8 intended to establish a framework for the site development
9 at the Long Beach Airport Terminal Area and provide the
10 basis for an overall unified treatment, and a high degree
11 of landscape quality throughout the area.

12 Conceptual landscape plans shall be submitted with
13 the Site Plan Review requests. Detailed landscape and
14 irrigation plans shall be submitted to the Department of
15 Planning and Building for approval prior to issuance of
16 a building permit. Such plan shall be implemented prior
17 to the issuance of a Certificate of Use and Occupancy.

18 All landscaping and paved areas shall be maintained
19 in a neat and orderly condition with the landscaping in
20 a healthy condition and free of weeds and litter. All
21 paved areas, walls or fences shall be in good repair
22 without broken parts, holes, potholes or litter.

23 The following shall be the minimum requirements for
24 the provision and maintenance of landscape areas:

25 1. Irrigation. All landscaped areas shall be
26 provided with irrigation capable of complete coverage of
27 the areas and designed to minimize run-off and other
28 wasting of water. Such system shall be maintained in a

1 fully operational condition.

2 2. Application. All portions of a lot not paved
3 or occupied by a structure shall be landscaped. All yard
4 areas required by this Plan shall be landscaped unless
5 utilized for a permitted use. These requirements shall
6 apply to buildings and parking facilities constructed
7 subsequent to adoption of this Plan.

8 3. Landscaping materials. All landscaped areas
9 shall be landscaped with a mixture of a ground cover,
10 shrubs and trees, and may include decorative rock,
11 sculpture, walkways, patios and/or fountains. Some of the
12 following requirements will only address the quantity of
13 trees to be provided, however the indication of required
14 trees means that a complementary quantity of ground cover
15 and three shrubs per tree shall also be provided.

16 4. Quantity. Parking lots. One tree shall be
17 provided for each five parking spaces. These trees may
18 be clustered, but a minimum of one cluster for each one
19 hundred feet of a row or double row of parking spaces
20 shall be provided. Trees shall be provided in or
21 bordering the parking area and shall be of a species that
22 provides a broad canopy.

23 5. Quantity. Parking structures. One tree shall
24 be provided for each twenty-five feet of the perimeter of
25 the structure. These trees may be clustered but one
26 cluster shall be located for each one hundred feet along
27 a street frontage. Trees shall border the parking
28 structure and shall be of a species that will obtain a

1 mature height of not less than the height of the
2 structure. The trees shall be of a species or shall be
3 located or trimmed in such a way as to prevent being a
4 means of gaining access to otherwise secured areas.

5 6. Quantity. Yard areas. Not less than one tree
6 shall be provided for each twenty-five linear feet of
7 street lot line to be located in the abutting yard area.

8 7. Quantity. Street trees. Street trees may be
9 required in addition to other required landscaping. Four
10 trees per one hundred lineal feet of street frontage is
11 the minimum amount required along the street frontage.
12 Such trees shall be installed according to Municipal Code
13 Section 21.42.060. Type of tree shall be determined by
14 the Director of Public Works.

15 8. Minimum size. Required trees. At least fifteen
16 gallon, provided that any site with more than one hundred
17 feet of street frontage shall also provide one tree of not
18 less than twenty-four inch box size for each one hundred
19 feet of street frontage.

20 9. Minimum size. Required shrubs. At least five
21 gallon.

22 10. Minimum size. Ground cover. Lawn shall be of
23 sod and shall cover the proposed area; other ground cover
24 shall be planted in such a way as to result in coverage
25 of the area within one year.

26 11. Substitutions. If adequate space to plant a
27 fifteen gallon tree is not available, three five gallon
28 shrubs may be substituted for each tree, upon the approval

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1 of the Director of Planning and Building. If a
2 significant concentrated planting is more appropriate than
3 linear screen planting, one thirty-six inch box tree may
4 be substituted for three fifteen gallon trees, upon the
5 approval of the Director of Planning and Building. Hydro
6 mulch or seeding for a large lawn may be substituted for
7 sod upon the approval of the Director of Planning and
8 Building.

9 I. SCREENING. The following required screening
10 shall apply in all commercial districts:

11 1. Open storage. All open storage shall be
12 screened by a solid wall. No material being stored shall
13 be visible above such wall. All such walls shall be
14 screened by vines not less than ten feet on center.

15 2. Parking lots. All parking lots facing a public
16 street shall be screened by a solid wall or compact
17 evergreen hedge, not less than three feet in height, or
18 by a landscaped planter containing five gallon shrubs not
19 less than three feet on center, or by a landscaped berm
20 not less than three feet in height, or by a landscaped
21 screening plan approved by the Director of Planning and
22 Building.

23 3. Parking Structures. All sides of a parking
24 structure abutting a public street shall be screened by
25 vines or other decorative screening approved by the
26 Director of Planning and Building.

27 4. Loading areas. All truck loading areas or docks
28 shall be screened from the public street by a building or

1 masonry wall not less than six feet in height. All
2 loading docks shall be designed so that they can be
3 secured. Such screening walls shall be planted with vines
4 not less than ten feet on center.

5 J. SIDEWALKS. Sidewalks will be provided along
6 Lakewood Boulevard and at least one side of Donald Douglas
7 Drive. An interior walkway system shall be provided
8 throughout the development to encourage access from public
9 transportation and to provide access to employee service
10 uses such as restaurants and the like. Sidewalks shall
11 generally meander throughout the parkway and setback areas
12 consistent with the landscape plan, with any necessary
13 easements recorded to assure public access. Sidewalks
14 shall be a minimum of five feet in width except adjoining
15 the curb where they shall be a minimum of six feet in
16 width.

17 K. NUISANCES. No portion of any site within the
18 Long Beach Airport Terminal Area shall be used in such a
19 manner as to create a nuisance to an adjacent site, such
20 as, but not limited to, vibration, sound,
21 electromechanical disturbance and radiation,
22 electromagnetic disturbance, radiation, air or water
23 pollution, dust and emission or odorous, toxic or noxious
24 matter.

25 L. PARKING. All parking shall conform to the
26 standards of the Long Beach Municipal Code. Pool parking
27 shall be encouraged where multiple buildings use a common
28 parking facility. All buildings using such pool parking

1 shall be considered as a single facility with parking
2 requirements calculated according to the following
3 standards:

4 1. Four spaces per one thousand square feet of
5 gross floor area for the first twenty thousand square feet
6 of floor area plus;

7 2. Two spaces per one thousand square feet of all
8 gross floor area above twenty thousand square feet of
9 floor area; and

10 3. Parking facilities designated for pool use
11 should not be located further than one thousand two
12 hundred feet from any structure or use served (except for
13 car rental storage).

14 M. AIR POLLUTION GUIDELINES. All uses shall comply
15 with applicable air pollution regulations including
16 regulations for control of airborne dust during
17 construction.

18 N. ARCHITECTURAL STANDARDS. The Long Beach Airport
19 Terminal Area will contain buildings expected to house
20 commercial and office uses, as well as aviation oriented
21 industrial and service uses. The design of these
22 multiple-use buildings must be sufficiently adaptable so
23 that a unit formerly used for one purpose can economically
24 be converted to another use, and the architectural style
25 must be such that the general public can identify it as
26 the type expected to house the business they are seeking.
27 The architecture will be designed to be aesthetically
28 pleasing while at the same time the design and materials

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1 used will be energy-conservation oriented.
2

3 Lakewood Boulevard. The developer(s) shall develop
4 and conform to an overall architectural style for the
5 Lakewood Boulevard frontage. An emphasis on compatibility
6 of fenestration and materials is recommended in order to
7 create internally compatible and visually stimulating
8 facades.

9 Terminal building. The existing terminal building
10 has been designated a City of Long Beach Historic Landmark
11 and shall not be expanded. The unique architectural
12 features of the building (rounded corners, curved walls,
13 tile floors, extensive use of glass) shall be preserved.
14 External improvements to the terminal building (with the
15 exception of exterior refurbishment) shall be limited to
16 the creation of passenger holding room facilities (to
17 include waiting areas, gift shop and food service) and
18 passenger concourse connector(s) with or without security
19 check-in facilities and security office. The existing
20 baggage claim area may be relocated and enlarged to
21 accommodate an increase in space requirements related to
22 an approved increase in flights. The external
23 improvements to the terminal building shall be designed
24 so that the architectural treatment of these facilities
25 will be consistent with and in harmony with the existing
26 terminal building.

27 Reflective glass. Buildings designed with reflective
28 glass shall submit reflection studies showing sun and

1 reflective glare patterns and their effect on ground and
2 air transportation. Such studies shall be submitted with
3 each proposed structure to be processed for Site Plan
4 Review. Mirrored reflective glass shall not be used as
5 a major facade element. Metal buildings shall not be
6 allowed along the street frontage of any public street.

7 O. GRADING AND DRAINAGE GUIDELINES. The grading
8 scheme is basically one of graded building pads above the
9 streets and flood plain levels. All individual sites or
10 lots must drain into the major overall site drainage
11 systems. No cross lot drainage shall be allowed. All
12 grading and drainage shall be to the satisfaction of the
13 Director of Public Works.

14 P. SITE AND ROAD IMPROVEMENTS.

15 1. Access from Lakewood Boulevard. Ingress and
16 egress from Lakewood Boulevard shall be restricted to one
17 principal point of access north of Donald Douglas Drive
18 and one principal point of access south of Donald Douglas
19 Drive. Such principal access points shall allow for
20 feeder circulation connections from lease areas interior
21 to the Lakewood Boulevard frontage. Secondary access
22 points to Lakewood Boulevard shall be allowed for
23 individual uses. Such secondary access shall not allow
24 for vehicular circulation between separate lease areas and
25 shall allow only right turns in and out of the sites. All
26 access proposals shall be reviewed and approved by the
27 Director of Public Works and the Director of Planning and
28 Building.

1 2. Provision of improvements. The developer shall
2 provide for any on and off-site improvements necessary to
3 service the development. The developer shall provide for
4 replacement of any public improvement damaged as a result
5 of development of the site. As a further consideration
6 of Site Plan Review approval, for each building, prior to
7 issuance of a building permit, each development shall be
8 required to provide for all on- and off-site improvements
9 necessary to access and serve that development, including
10 repairing or replacing damaged, deteriorated or missing
11 curbs, gutters, sidewalks, street trees, street lights and
12 roadways, and providing all other improvements necessary,
13 as required through Site Plan Review, to provide access
14 to the site.

15 3. Site access and circulation plan. A site access
16 and circulation plan shall be provided to the satisfaction
17 of the Director of Planning and Building and the Director
18 of Public Works. Such plan shall be submitted with the
19 Site Plan Review.

20 4. Recommended road improvements. Based upon
21 detailed traffic studies and analyses of existing and
22 projected future growth in the Long Beach Airport Area,
23 the City has determined that existing development as of
24 1986 was adequately served by the existing road system in
25 the area, generally at level of service "D" or better.
26 The City has further determined that development since
27 1986, and projected to full build-out of the area
28 (hereinafter referred to as "new development"), will

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1 generate traffic which cannot be accommodated on the
2 existing road system while maintaining level of service
3 "D". Consequently, the City has developed a list of
4 recommended road improvements (see Exhibit "B" attached
5 to Ordinance No. C-6776 as presently codified in Chapter
6 18.19 of the Long Beach Municipal Code, entitled Long
7 Beach Airport Traffic Study Area Traffic Fee and
8 Mitigation Requirements, incorporated herein by reference)
9 which are necessary to generally maintain level of service
10 "D" on all major roads in the area given the projected new
11 development. As these roadway improvements will
12 specifically benefit new development, site plan approval
13 for all new development in the area shall be conditioned
14 upon payment of a fair, pro-rata share of the costs of the
15 needed road improvements through a road impact fee, a
16 benefit assessment district, or other appropriate
17 financing mechanisms, or combinations thereof. The pro-
18 rata share of improvement costs shall be based on the
19 number of vehicle trips generated per hour in the peak
20 hours of 4:00 p.m. to 6:00 p.m., and their impact on
21 specific intersections scheduled for improvement.

22 5. Periodic re-evaluation. A periodic re-
23 evaluation of the traffic situation will be undertaken to
24 ensure all improvements continue to be necessary in the
25 later phases of development.

26 6. Trip Demand Reduction Program. As the number
27 of trips utilized in the analysis assumes a twenty percent
28 reduction in the standard number of trips per square foot

1 of use, it is mandatory that an effective trip demand
2 reduction program be incorporated in all development.
3 Thus, each new development is conditioned upon membership
4 in the Long Beach Airport Area Traffic Reduction
5 Association or similar organization, and submittal and
6 implementation of a Traffic Demand Management (TDM)
7 program which is designed to reduce existing work
8 vehicular traffic generation during the evening peak hour
9 by at least twenty percent. The TDM program must contain
10 provisions that mandate the implementation of the TDM
11 program by all subsequent owners and tenants of the
12 improvements.

13 The program must include specific measures, which,
14 in the judgment of the Director of Public Works, are
15 likely to reduce peak-hour vehicular trips by at least
16 twenty percent, and a monitoring program with an annual
17 report on the success of the program which will be filed
18 with the City by the developer or any successor-in-
19 interest.

20
21 VI: PERMITTED INTENSITY OF NEW DEVELOPMENT.

22 A. INTENSITY BASED ON PEAK HOUR TRIPS. Intensity
23 of "new development" and use has been identified in each
24 subarea. Each subarea has been allocated a special number
25 "peak-hour" trips. These trips will be disbursed to
26 subarea tenants on a first-come, first-served basis.
27 Total development of the site in this PD shall be limited
28 to an intensity of development equal to no more than 1,973

1 vehicle trips to and from the sites in the P.M. peak-trip
2 hour between 4:00 p.m. and 6:00 p.m. and implementation
3 of a Transportation Demand Management Plan that reduces
4 exiting work trip generation in the evening peak hour by
5 twenty percent. The initial plan for the site that
6 satisfies this trip limitation consists of:

- 7 -- Aviation manufacturing facilities for 651 employees;
- 8 -- 849,000 square feet of office use space;
- 9 -- 24,000 square feet of restaurant use space;
- 10 -- 300 hotel rooms;
- 11 -- 32 commercial airline flights.

12
13 1. SUBAREA 1: Further, new development of the site
14 in Subarea 1 shall be limited to 1,162 vehicle trips to
15 and from the Subarea during the peak hour of the P.M. peak
16 hours of 4:00 p.m. to 6:00 p.m. An initial plan that
17 satisfies this limitation consists of airport services
18 facilities (fixed-base operations) for twenty employees
19 and terminal support facilities for twelve commercial
20 airline flights during the P.M. peak.

21 2. SUBAREA 2: Further, new development of the site
22 in Subarea 2 shall be limited to aviation manufacturing
23 and service facilities for 560 employees not to exceed 206
24 vehicle trips to and from the Subarea during the peak hour
25 of the P.M. peak hours between 4:00 p.m. and 6:00 p.m.

26 3. SUBAREA 3: Further, new development of the site
27 in Subarea 3 shall be limited to 605 vehicle trips to and
28 from the Subarea during the peak hour of the P.M. peak

1 hours of 4:00 p.m. to 6:00 p.m. An initial plan that
2 satisfies this limitation consists of 540,000 square feet
3 of office use spaces, 24,000 square feet of restaurant use
4 space, and 300 hotel rooms.

5 B. OTHER COMBINATIONS OF USES. Other combinations
6 of amounts of the uses permitted in this PD, which
7 generate an equal or lesser number of trips per hour in
8 the peak hours, may be substituted for this use allocation
9 provided that a revised site plan is approved by the
10 Planning Commission pursuant to Site Plan Review. In
11 calculating the number of trips utilized, all new
12 development within this PD after January 1, 1986, shall
13 be included.

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

25 D. CHANGES IN TRIP ALLOCATIONS. Changes in the
26 number of trips allocated may be accomplished in the
27 following ways:

28 1. Increased development intensity through transfer

1 of trips. Trips may be transferred between the Airport
2 Area Planned Development Plan (PD-19: Douglas Aircraft;
3 PD-23: Douglas Center; PD-12: Long Beach Airport Terminal
4 Area; PD-13: Atlantic Aviation; PD-18: Kilroy Airport
5 Center; PD-9: Airport Business Park; PD-15: Redondo
6 Avenue; PD-17: Alamitos Land Company; PD-7: Long Beach
7 Business Park; PD-27: Willow Street Center; and PD-28:
8 Pacific Theaters) provided that:

9 2. Not more than twenty percent of the originally
10 authorized trips are added to the receiving PD;

11 3. The Director of Public Works finds that the
12 transfer will have no significant detrimental effect upon
13 the level of service at any intersection;

14 4. The transfer is implemented by approval by the
15 Planning Commission pursuant to Site Plan Review.

16 5. Notice of the Planning Commission hearing for
17 Site Plan Review of the transfer is sent to all owners and
18 lessees, with an interest recorded on the Tax Assessor's
19 rolls, in the Airport Area Planned Development District;
20 and

21 6. All authorized transfer of trips shall not be
22 effective until the change is recorded against the
23 property with the Los Angeles County Recorder.

24 E. ADDITIONAL TRIPS. Additional trips beyond the
25 original allocation may be approved, provided that:

26 1. The increase will not exceed the original
27 allocation by more than twenty percent;

28 2. The applicant shall pay a trip mitigation fee

1 that is a pro-rata fair share of the costs of the original
2 Traffic Mitigation Program for the additional trips;

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

15 4. The additional trip allocation shall be reviewed
16 by the Planning Commission pursuant to Site Plan Review;

17 5. Notice of the Site Plan Review hearing is sent
18 to all owners and lessees, with an interest recorded on
19 the Tax Assessor's rolls, in the Airport Area Planned
20 Development District;

21 F. APPLICATIONS TO MODIFY DEVELOPMENT INTENSITY.
22 The City will accept applications for modification of
23 development intensity at any time after the traffic
24 mitigation program is adopted through the enactment of
25 necessary ordinances and establishment of the first
26 assessment district. However, an applicant does not
27 receive first priority for utilizing available trips by
28 merely filing an application. Available trips shall be

1 reserved to an applicant only upon the payment of all
2 necessary traffic mitigation fees for the proposed
3 modification. Because the modification process can take
4 many months to complete, the City may also set aside
5 during the modification process the trips which will be
6 utilized if the application is approved, providing that
7 both of the following conditions are met:

8 1. The traffic analysis has been completed and the
9 Director of Public Works has prepared an estimate of the
10 necessary traffic mitigation fee; and

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

23 3. If additional trips have been authorized for one
24 developer in the Airport area, and that authorization
25 required intersection improvements above those required
26 by the traffic mitigation program, and subsequently
27 another developer requests authorization for additional
28 trips, and those additional trips are found by the

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

14
15 Sec. 2. Ordinance Nos. C-5879 and C-6779 are hereby
16 repealed.

17
18 Sec. 3. The Official Use District Map of the City of Long
19 Beach, as established and amended, is hereby readopted and restated
20 by this reference and a copy of the map of Part 17 of the Official
21 Use District Map is attached hereto as Exhibit "B".

22
23 Sec. 4. The City Clerk shall certify to the passage of
24 this ordinance by the City Council of the City of Long Beach and
25 cause the same to be posted in three conspicuous places in the City
26 of Long Beach, and it shall take effect on the thirty-first day
27 after it is approved by the Mayor.

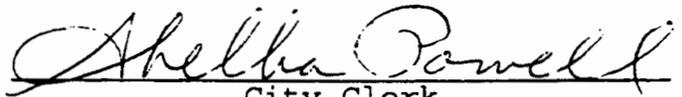
28 I hereby certify that the foregoing ordinance was adopted

1 by the City Council of the City of Long Beach at its meeting of
2 September 2, 1997, by the following vote:

3
4 Ayes: Councilmembers: Oropeza, Lowenthal, Drummond, Shultz,
5 Kellogg.

6
7 Noes: Councilmembers: None.

8
9 Absent: Councilmembers: Roosevelt, Robbins, Topsy-Elvord,
10 Donelon.

11
12 
13 City Clerk

14
15 Approved: Sept 8, 1997
16 (Date)

17
18 
19 Mayor

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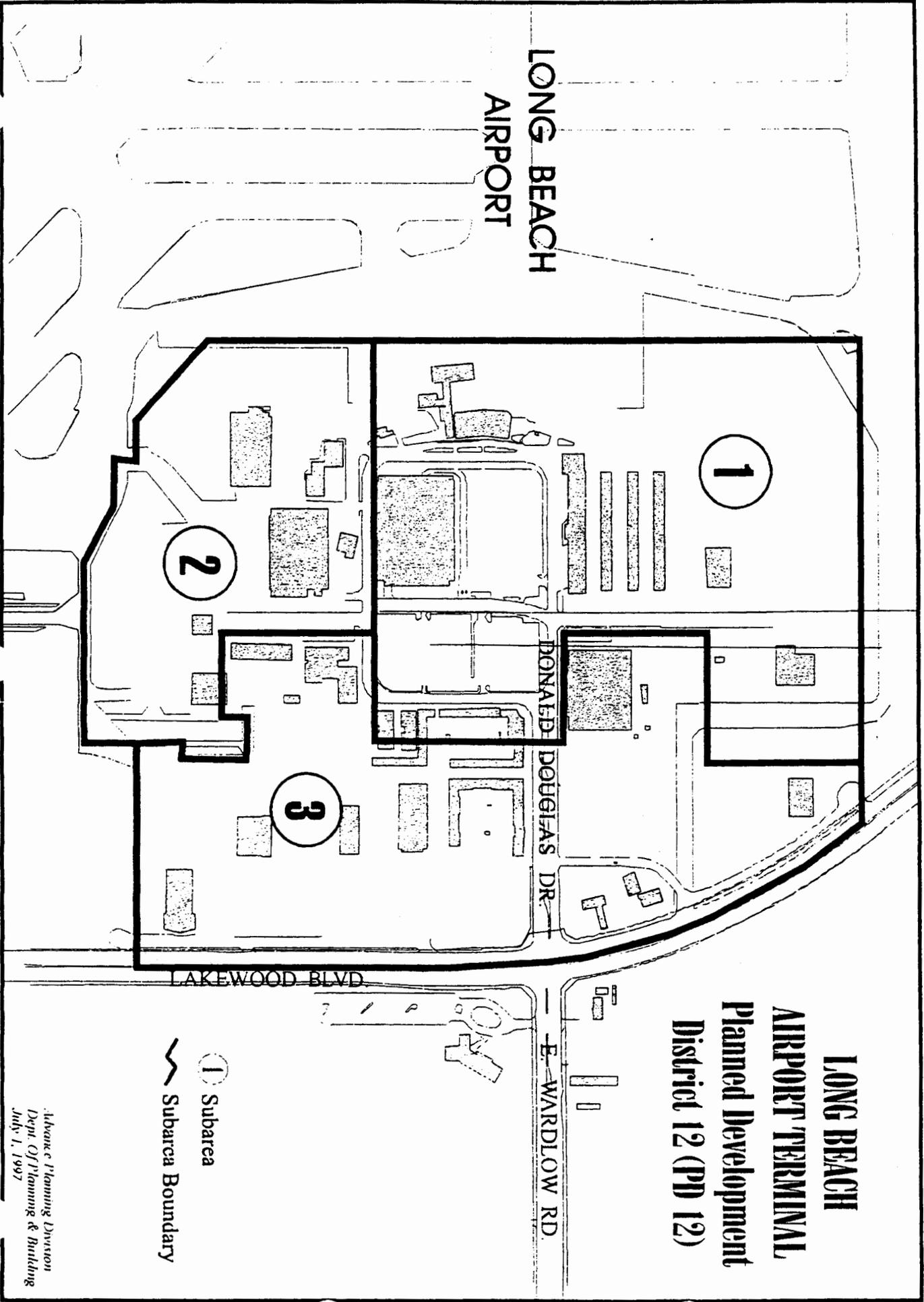


Exhibit "A"

*Albany Planning Division
 Dept. of Planning & Building
 July 1, 1997*



Memorandum

TO: Jerry Olivera, Environmental Planner
DATE: June 22, 2005
CC: Angela Reynolds, Advance, Community and Environmental Planning Officer
FROM: Jan Ostashay, Preservation Consultant
RE: HISTORIC LONG BEACH AIRPORT BUILDING: NEW CONSTRUCTION CONSIDERATIONS

Any new construction proposed adjacent to the existing Airport building or attached onto it should follow the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer, 1995), and more specifically, the Secretary of the Interior's Standards for Rehabilitation (the Standards). As you are aware of, by complying with the Standards impacts to historic resources, in this case the Airport building, would not occur. Of the four treatment approaches, only rehabilitation includes an opportunity to make possible an efficient contemporary use through alterations and additions. Rehabilitation can generally be described as making the necessary changes to a building to allow for its new or continued use in a contemporary manner.

For the new work proposed for the Airport, it is highly recommended that the form and detailing of those architectural materials and features that are important in defining the Airport building's historic character and which must be retained in order to preserve that character be identified and prioritized in order of importance. These key features, which may include exterior and interior spaces and elements, are called character-defining features. Knowing what the building's character-defining features are will allow for a proper analysis of potential direct and indirect project impacts (for CEQA purposes) that may be mitigated through redesign or other measures.

CONSIDERATIONS FOR ALTERATIONS/ADDITIONS/NEW CONSTRUCTION:

Construction of any new buildings immediately adjacent to the Airport building or any exterior additions on the building are permissible; however, such work should not radically change, obscure, or destroy the character-defining spaces, materials, features, or finishes. Therefore, we provide the following considerations pursuant to the Standards for Rehabilitation:

- Any new construction proposed for the Airport building itself or adjacent to it should consider the building's primary and secondary elevations, scale, mass, rhythm, height, form, and architectural style.
- The construction of any new addition, if so proposed, should be done so that there is the least possible loss of historic materials and so that noted character-defining features are not obscured, damaged, or destroyed.
- The design of any new construction proposed should be conducted in a manner that makes clear what is original historic fabric and what is new.

Memorandum

RE: HISTORIC LONG BEACH AIRPORT BUILDING:
NEW CONSTRUCTION CONSIDERATIONS



-
- If expansion is proposed for any interior spaces, such work should be conducted in non-character-defining interior spaces rather than within significant notable spaces or erecting a new addition, if possible.
 - The overall design of any new building or addition should consider the relationship between the new work proposed and the historic property. The new design should not result in the diminution or loss of the historic character of the resource. Keep in mind that the design of the new work may be contemporary or may reference (not mimic or replicate) design motifs from the historic building. In either case, the new work should always be clearly differentiated from the historic building and be compatible in terms of mass, materials, relationship to solids to voids, and color.
 - Any new additions and construction proposed should be placed on identified secondary elevations and be limited in size and scale in relationship to the historic building. The design of the new work may be somewhat taller than the existing building, but should respect the overall scale, massing, and height of the historic property. Its design should be setback from the wall planes of the historic building as to not overpower and dwarf it.

CONCLUSION

The goal of a rehabilitation project is to respectfully add or alter a historic building or property in order to maintain its historic use or meet new use requirements. Under the treatment for rehabilitation some exterior alterations or additions to a historic resource are generally needed to assure its continued use. However, it is most important that such alterations and/or additions do not radically change, obscure, or destroy important character-defining materials, features, or finishes. Exterior modifications may seem to be essential for the continued use of the building, but it is emphasized in the Standards for Rehabilitation that radical modifications should be avoided, if possible, and considered only after it is determined that those new needs cannot be met by altering secondary, non character-defining elements.

Generally, a project involving substantial modifications to a historic building is considered acceptable if it:

- Preserves significant historic materials and features; AND
- Preserves the historic character; AND
- Protects the historical significance by making a visual distinction between old and new.