Appendix B

Guiding Principles for Terminal Design Concepts
May 7, 1990

Ray Holland, Director of Public Works
Chris Kunze, Manager - Airport Bureau
Ruthann Lehrer, Neighborhood and Historic Preservation Officer

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:

Long Beach
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 confectional 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: 11/4/90
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 building, 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
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 X 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
   Designer: Grace Clements

9. 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 posses 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 ___ Arts & Leisure ___
   Economic/Industrial ___ Exploration/Settlement ___
   Government ___ 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. Fertulla
Organization: Cultural Heritage Committee
Address: 335 W. Ocean Blvd.
City: Long Beach Zip 90802
Phone: 540-5607

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

NORTH
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 airfield. 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 1930's and 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 avant-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 1934 (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 avant-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 King, 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 W. 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.

C. 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.
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

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 21.17.020 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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LONG BEACH AIRPORT TERMINAL
PLANNED DEVELOPMENT PLAN (PD-12)

I. PURPOSE.

This Planned Development Plan for the Long Beach Airport Terminal is intended to establish guidelines for the use and development of these city owned parcels of land. As such it is carrying out the land use policies of the Long Beach Airport Citizen’s Task Force. In reviewing and approving site plans for the development of the area, the City Planning Commission shall be guided by the goals and policies of the General Plan and the General Development and Use Standards specified herein. The Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the original standards and is consistent with the overall goals and objectives of the adopted Specific Plan.

II. DEFINITIONS.

For purpose of this ordinance:

A. "Office use" is defined as: Use of a building for administrative, professional, or clerical tasks.

B. "Light industrial" is defined as: Use of a building for activities necessary to convert natural resources into finished products, with limited environmental impacts. Such activities include manufacturing of precision and electrical products, assembling of products, storage of non-hazardous
materials, and aircraft manufacturing and repair. If administrative offices for light industrial exceeds ten percent of the gross usable floor area, then the office use portion is treated as an office building.

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

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

III. USES.

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

1. SUBAREA 1

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

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

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

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

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

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

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

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

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

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

(5) Sale of pilot supplies and
accessories;

(6) Sale of aircraft insurance;
(7) Financing of aircraft;
(8) Operation of air cargo and air freight activities;
(9) Flight operations, including ground school, flight training/proficiency, demonstration of aircraft for sale, charter and air taxi service;
(10) Maintenance, repair, overhaul and modification of aircraft, aircraft engines, airframes, flight systems, instruments, avionics, electronics equipment, propellers and related aircraft components;
(11) Rental of aircraft storage hangars and open tie down facilities;
(12) Parachute, fire extinguisher and open tie down facilities;
(13) Line services for the purpose of meeting the needs of transient aircraft; and
(14) Such other aviation related uses as may be approved in writing by the Director of Public Works and the Director of Planning and Building.

2. SUBSECTION 2

a. Uses. The uses allowed include such uses as, but are not limited to:
(1) Airport terminal and terminal- and passenger-related services and support facilities,
including restaurants/food service; car rental; gift shops; travel agencies; and automated bank teller;

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

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

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

3. SUBAREA 3

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

(1) Basic personal services and retail sales, including accountants; advertising agencies; attorneys; banks and other financial offices; barber shops and beauty salons**; blueprinting, photostating and printing shops; book and stationery stores; car rental; corporate headquarters; doctors, dentists; employment agencies; engineers, architects, planners; escrow and real estate companies; gift shops**; hotel and motel; insurance companies; liquor stores**; lunch rooms, cafeterias, cafes, restaurants; photographers, artists; taverns**; travel agencies; training and education; and other similar and compatible uses approved by the Director of Planning and Building.
**Services of this type, if located in this Subarea, will be located within a building devoted to other primary uses, such as an office or hotel.**

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

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

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

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

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

IV. DEVELOPMENT REVIEW PROCEDURES

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

No building permit, lease or commercial use permit
shall be issued for any building on the site until a Site Plan Review has been approved, or conditionally approved and all conditions agreed to. Site Plan Review shall review each building project for consistency with the PD requirements, functionality of building layout, consistency with detailed zoning standards and architectural and landscape architectural quality.

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.

In the submission of individual buildings, 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 intensity of development as measured in trips shall not be changed except by the procedure described later in the PD.

V. DEVELOPMENT STANDARDS.

A. BUILDING SITING. All buildings shall be arranged on their site to provide views between buildings, to avoid the impression of a wall of buildings adjacent to any public right-of-way and to encourage views of the airport terminal building.
B. PARKING STRUCTURES. All parking structure roofs shall be designed to carry landscaping in planters. The nature and amount of landscaping shall be determined during site plan review. The visible edges of all parking structures shall be made visually attractive through choice of material, landscaping and/or terracing. Vehicular and pedestrian circulation routes shall be clearly indicated. Independent and separate pedestrian access shall be provided from all parking structures to all surrounding principal uses. All parking structures shall be architecturally compatible with the existing terminal building. Exterior facades should be articulated so that there is relief from long uninterrupted horizontal and/or vertical lines. For the purpose of interpreting these standards, all parking structures shall be considered buildings.

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

C. BUILDING HEIGHTS. All buildings shall be subject to the conditions contained in the limits mandated by the Federal Aviation Administration so that no building shall exceed the height of the Federal Aviation Administration FAR Part 77. All building heights should be integrated with a total design concept and shall be
related to the existing and planned developments of the
planning area.

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

Buildings along Lakewood Boulevard shall be staggered
and separated so as to encourage visual and physical
penetration of the Lakewood Boulevard frontage. Not less
than twenty feet shall be provided between any two
buildings. Front, rear, and sideyards not fronting on
Lakewood Boulevard or Donald Douglas Drive shall be no
less than five feet in depth.

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

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

G. BILLBOARDS AND SIGNS. No billboards shall be
constructed, installed or maintained. Any signs, banners
or like displays which may be placed in or upon any
building or structure in such a manner as to be visible
from the outside thereof, except those approved by the
Department of Planning and Building according to the
Zoning Regulations, shall be prohibited. Furthermore, no
freestanding signs shall exceed eight feet in height.

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

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

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

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

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

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

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

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

5. Quantity. Parking structures. One tree shall be provided for each twenty-five feet of the perimeter of the structure. These trees may be clustered but one cluster shall be located for each one hundred feet along a street frontage. Trees shall border the parking structure and shall be of a species that will obtain a
mature height of not less than the height of the structure. The trees shall be of a species or shall be located or trimmed in such a way as to prevent being a means of gaining access to otherwise secured areas.

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

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

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


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

11. Substitutions. If adequate space to plant a fifteen gallon tree is not available, three five gallon shrubs may be substituted for each tree, upon the approval
of the Director of Planning and Building. If a significant concentrated planting is more appropriate than linear screen planting, one thirty-six inch box tree may be substituted for three fifteen gallon trees, upon the approval of the Director of Planning and Building. Hydro mulch or seeding for a large lawn may be substituted for sod upon the approval of the Director of Planning and Building.

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

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

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

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

4. Loading areas. All truck loading areas or docks shall be screened from the public street by a building or
masonry wall not less than six feet in height. All loading docks shall be designed so that they can be secured. Such screening walls shall be planted with vines not less than ten feet on center.

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

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

L. PARKING. All parking shall conform to the standards of the Long Beach Municipal Code. Pool parking shall be encouraged where multiple buildings use a common parking facility. All buildings using such pool parking
shall be considered as a single facility with parking
requirements calculated according to the following
standards:

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

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

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

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

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

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

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

Reflective glass. Buildings designed with reflective glass shall submit reflection studies showing sun and
reflective glare patterns and their effect on ground and air transportation. Such studies shall be submitted with each proposed structure to be processed for Site Plan Review. Mirrored reflective glass shall not be used as a major facade element. Metal buildings shall not be allowed along the street frontage of any public street.

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

P. SITE AND ROAD IMPROVEMENTS.

1. Access from Lakewood Boulevard. Ingress and egress from Lakewood Boulevard shall be restricted to one principal point of access north of Donald Douglas Drive and one principal point of access south of Donald Douglas Drive. Such principal access points shall allow for feeder circulation connections from lease areas interior to the Lakewood Boulevard frontage. Secondary access points to Lakewood Boulevard shall be allowed for individual uses. Such secondary access shall not allow for vehicular circulation between separate lease areas and shall allow only right turns in and out of the sites. All access proposals shall be reviewed and approved by the Director of Public Works and the Director of Planning and Building.
2. Provision of improvements. The developer shall provide for any on and off-site improvements necessary to service the development. The developer shall provide for replacement of any public improvement damaged as a result of development of the site. 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.

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

4. Recommended road improvements. 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 (hereinafter 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 "B" attached to Ordinance No. C-6776 as presently codified in Chapter 18.19 of the Long Beach Municipal Code, entitled Long Beach Airport Traffic Study Area Traffic Fee and Mitigation Requirements, 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, or 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 peak hours of 4:00 p.m. to 6:00 p.m., and their impact on specific intersections scheduled for improvement.

5. Periodic re-evaluation. 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.

6. Trip Demand Reduction Program. 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 existing 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.

The program must include specific measures, which, in the judgment of the Director of Public Works, are likely to reduce peak-hour vehicular trips by at least twenty percent, 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.

VI. PERMITTED INTENSITY OF NEW DEVELOPMENT.

A. INTENSITY BASED ON PEAK HOUR TRIPS. Intensity of "new development" and use has been identified in each subarea. Each subarea has been allocated a special number "peak-hour" trips. These trips will be disbursed to subarea tenants on a first-come, first-served basis. Total development of the site in this PD shall be limited to an intensity of development equal to no more than 1,973
vehicle trips to and from the sites in the P.M. peak-trip
hour between 4:00 p.m. and 6:00 p.m. and implementation
of a Transportation Demand Management Plan that reduces
exiting work trip generation in the evening peak hour by
twenty percent. The initial plan for the site that
satisfies this trip limitation consists of:
-- Aviation manufacturing facilities for 651 employees;
-- 849,000 square feet of office use space;
-- 24,000 square feet of restaurant use space;
-- 300 hotel rooms;
-- 32 commercial airline flights.

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

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

3. SUBAREA 3: Further, new development of the site
in Subarea 3 shall be limited to 605 vehicle trips to and
from the Subarea during the peak hour of the P.M. peak
hours of 4:00 p.m. to 6:00 p.m. An initial plan that satisfies this limitation consists of 540,000 square feet of office use spaces, 24,000 square feet of restaurant use space, and 300 hotel rooms.

B. OTHER COMBINATIONS OF USES. Other combinations of 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 site plan is approved by the Planning Commission pursuant to Site Plan Review. In calculating the number of trips utilized, all new development within this PD after January 1, 1986, shall be included.

C. CALCULATION OF TRIPS. The type and intensity of development indicated above is determined by a specified number of trips per hour in the evening peak 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. CHANGES IN TRIP ALLOCATIONS. 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 Plan (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:

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

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

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

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

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

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

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

2. 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;

3. 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 additional trips allocated to the applicant.

Degradation of the level of service is reduction to a
level of service "E" or "F" unless that level of service
was accepted in the original improvement program;

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

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

F. APPLICATIONS TO MODIFY DEVELOPMENT INTENSITY.
The City will accept applications for modification of
development intensity at any time after the traffic
mitigation program is adopted 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

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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:

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

2. 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 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 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
will be refunded to the applicant; and

3. 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

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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 authorize disbursement of such funds to the first developer, or successor, that they had actually expended their share of the funds.

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

Sec. 3. The Official Use District Map of the City of Long Beach, as established and amended, is hereby readopted and restated by this reference and a copy of the map of Part 2/7 of the Official Use District Map is attached hereto as Exhibit "B".

Sec. 4. The City Clerk shall certify to the passage of this ordinance by the City Council of the City of Long Beach and cause the same 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  

September 2, 1997, by the following vote:

Ayes: Councilmembers: Gropeza, LOWenthal, Drummond, Shultz,  

Kellogg:

Noes: Councilmembers: None.

Absent: Councilmembers: Roosevelt, Robbins, Topsy-Elvord,  

Donelon.

Approved: Sept 2, 1997  

(Date)  

City Clerk

Mayor

MJM:kjm  
8/7/97  
a: [010]FD-12.ORD
Memorandum

TO: Jerry Olivera, Environmental Planner

DATE: June 22, 2005

CC: Angela Reynolds, Advance, Community and Environmental Planning Officer

FROM: Jan Oinasay, 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 (Weks and Grimme 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 changes and indirect project impacts (for CEQA purposes) that may be mitigated through redesign or other means.

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.

One Venture, Suite 150, Irvine, California 92618  website www.prnet.com tel. 949.753.7001 fax 949.753.7002
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 plane of the historic building so as not overpower and dwarf it.

CONCLUSION

The goal of a rehabilitation project is to respectfully add to 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 ensure 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.