

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

1 DOUGLAS AIRCRAFT PLANNED DEVELOPMENT DISTRICT
2 PLANNED DEVELOPMENT PLAN (PD-19)

3 The intent of this Planned Development Plan is to establish guidelines for
4 the use and development of the Douglas Aircraft facility and for the protection of the
5 Long Beach Environment.

6 This Planned Development Plan shall consist of the Land Use Plan as
7 designated by the Use District Maps, Use and Development Standards set forth herein,
8 and Master Plan attached hereto as Exhibit "C" and by reference made a part hereof.
9 All development proposals shall be reviewed by the Planning and Building Department
10 Site Plan Review Committee or by the Planning Commission for Site Plan Review to
11 assure consistency with this Planned Development Plan and to assure high quality
12 design and site planning. No deviation from these development standards shall be
13 permitted unless it is found to be consistent with the intent of this plan.

14 DEVELOPMENT REVIEW PROCEDURES

15 A. The property owner shall submit a Master Site Plan for Planning
16 Commission approval prior to approval of the first phase or, for projects where the first
17 phase of a new development has already begun, prior to the approval of the building
18 permits for the next building. Such Master Site Plan shall identify the location of each
19 building to be built on the site, the area of the building and the use of each building.
20 The Master Site Plan shall also indicate the overall design character of the site,
21 including unifying architectural and landscape design themes.

22 B. Each development increment shall be reviewed for Site Plan Review
23 by the Site Plan Review Committee. No building permit shall be issued for any building
24 on the site until a Site Plan Review has been approved, or conditionally approved and
25 all conditions satisfied. Site Plan Review shall review each building project for
26 consistency with the PD requirements and the Master Site Plan, functionality of building
27 layout, consistency with detailed zoning standards and architectural and landscape
28 architectural quality.

1 C. In addition to the required plot plan, floor plan, elevations and
2 landscape plan, the application for Site Plan Review shall contain an estimate of the
3 peak-hour trips to be generated by the proportion of the full development requested
4 with the application and identification of the Transportation Demand Management
5 (TDM) measures to be taken to reduce the peak-hour trips.

6 D. In the submission of individual buildings for Site Plan Review, it is
7 recognized that the building sizes may be changed, building locations redistributed or
8 the mix of uses adjusted to meet changing user demands. However, the architectural
9 landscaping and overall design character of the site shall be in substantial conformance
10 to the original Master Site Plan and the intensity of development as measured in trips
11 shall not be changed except by the procedure described later in this PD. Substantial
12 conformance shall be determined by Site Plan Review.

13 GENERAL USE STANDARDS

14 1. Uses.

15 a. The use of the Douglas Aircraft Planned Development District shall be
16 office, research and development and aircraft manufacturing and fixed base operations.
17 Further, new development of the site shall be limited to such intensity of development
18 equal to no more than 1014 vehicles trips to and from the site in the peak hour between
19 4:00 p.m. and 6:00 p.m. and implementation of a Transportation Demand Management
20 Plan that reduces exiting work trip generation in the evening peak hour by twenty
21 percent.

22 b. The type and intensity of development indicated above is determined
23 by a specified number of trips per hour in the period of 4:00 p.m. to 6:00 p.m. This
24 number is calculated by multiplying the area in each use by the traffic generation rates
25 as established in the most current edition of the Trip Generation Manual of the Institute
26 of Traffic Engineering. The number of trips generated by this calculation shall be
27 reduced by the Traffic Demand Management Plan's trip reduction. The resulting figure
28 is then compared to the permitted peak-hour trips.

1 c. Other combinations or amounts of the uses permitted in this PD, which
2 generate an equal or lesser number of trips per hour in the peak hours, may be
3 substituted for this use allocation, provided that a revised Master Site Plan is approved
4 by the Planning Commission. In calculating the number of trips utilized, all new
5 development within this PD after January 1, 1986, shall be included.

6 d. Changes in the number of trips allocated may be accomplished in the
7 following ways:

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

- 14 (a) Not more than twenty percent of the originally
- 15 authorized trips are added to the receiving PD;
- 16 (b) The Director of Public Works finds that the transfer
- 17 will have no significant detrimental effect upon the
- 18 level of service at any intersection;
- 19 (c) The transfer is implemented by approval by the
- 20 Planning Commission of an amendment to both
- 21 Master Site Plans to reallocate and document the
- 22 revised number of trips;
- 23 (d) Notice of the Planning Commission hearing for the
- 24 amendment to the Master Site Plans is sent to all
- 25 owners and lessees, with an interest recorded on the
- 26 Tax Assessor's rolls, in the Airport Area Planned
- 27 Developments;

28 ii. Increased development intensity through added trips. Additional

1 trips beyond the original allocation may be approved provided that:

- 2 (a) The increase will not exceed the original allocation by
- 3 more than twenty percent;
- 4 (b) The applicant shall pay a trip mitigation fee that is a
- 5 pro-rata fair share of the costs of the original Traffic
- 6 Mitigation Program for the additional trips;
- 7 (c) A new analysis of the traffic impacts on all
- 8 intersections in the Airport Area is undertaken at the
- 9 expense of the applicant, and such analysis shows no
- 10 significant detrimental effect upon the level of service
- 11 at any intersection or the applicant agrees to pay an
- 12 additional trip mitigation fee equal to all costs of all
- 13 additional improvements at all intersections
- 14 necessary to mitigate the degradation of the level of
- 15 service caused by the increased trips. Degradation of
- 16 the reduction to level of service is a level of service
- 17 "E" or "F" unless that level of service was accepted in
- 18 the original improvement program;
- 19 (d) An amendment to the Master Site Plan shall be
- 20 required to authorize the additional trip allocation;
- 21 (e) Notice of the amendment to the Master Site Plan
- 22 hearing is sent to all owners and lessees with an
- 23 interest recorded on the Tax Assessor's roll in the
- 24 Airport Area Planned Developments;

25 iii. The City will accept applications for modification of development
26 intensity at any time after the Traffic Mitigation Program is through the enactment of
27 necessary ordinances and establishment of the first assessment district. However, an
28 applicant does not receive first priority for utilizing available trips by merely filing an

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

- 6 (a) The traffic analysis has been completed and the
7 Director of Public Works has prepared an estimate of
8 the necessary traffic mitigation fee; and
- 9 (b) The applicant has made a good-faith deposit with the
10 City of cash or letter of credit equal to ten percent of
11 the estimated traffic mitigation fee which deposit will
12 be forfeited if the applicant does not proceed with the
13 project or does not diligently pursue the application in
14 accordance with a reasonable schedule set forth by
15 the Director of Planning and Building. If this
16 application is approved and the developer meets all
17 traffic mitigation conditions of approval, the deposit
18 will be refunded or credited toward the traffic
19 mitigation fees at the discretion of the applicant. If
20 the application is denied, the deposit shall be
21 refunded to the applicant.

22 iv. If additional trips have been authorized for one developer in the
23 Airport Area and that authorization required intersection improvements above those
24 required by the Traffic Mitigation Program, and subsequently another developer
25 requests authorization for additional trips, and those additional trips are found by the
26 Director of Public Works to not degrade any intersections due to the additional
27 improvements paid for by the first developer, then the Director of Public Works shall
28 require the second developer to reimburse the first developer for a pro-rata fair share of

1 the additional improvement costs. Such fees shall be collected from the second
2 developer according to the procedure established for developer fees in the Traffic
3 Mitigation Program. The Director of Public Works shall then notify the first developer,
4 or the successor-in-interest, of the receipt of the funds and shall authorize
5 disbursement of such funds to the first developer, or successor, upon receipt of
6 documentation from the first developer, or successor, that they had actually expended
7 their share of the funds.

8 2. Road Improvements.

9 a. Based upon detailed traffic studies and analyses of existing and
10 projected future growth in the Long Beach Airport Area, the City has determined that
11 existing development as of 1986 was adequately served by the existing road system in
12 the area generally at level of service "D" or better. The City has further determined that
13 development since 1986 and projected to full build-out of the area (hereinafter referred
14 to as "new development") will generate traffic which cannot be accommodated on the
15 existing road system while maintaining level of service "D". Consequently, the City has
16 developed a list of recommended road improvements, attached hereto as Exhibit D and
17 by reference made a part hereof, which are necessary to generally maintain level of
18 service "D" on all major roads in the area given the projected new development. As
19 these roadway improvements will specifically benefit new development, site plan
20 approval for all new development in the area shall be conditioned upon payment of a
21 fair, pro-rata share of the costs of the needed road improvements through a road
22 impact fee, a benefit assessment district, other appropriate financing mechanisms, or
23 combinations thereof. The pro-rata share of improvement costs shall be based on then
24 number of vehicle trips generated per hour in the P.M. peak hours of 4:00 to 6:00 p.m.
25 and their impact on specific intersections scheduled for improvement.

26 b. A periodic re-evaluation of the traffic situation will be undertaken
27 to ensure all improvements continue to be necessary in the later phases of
28 development.

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

11 d. The program must include specific measures, which in the
12 judgment of the Director of Public Works, are likely to meet the goal, and a monitoring
13 program with an annual report on the success of the program which will be filed with the
14 City by the developer or any successor-in-interest. This monitoring program shall
15 include the submittal of total employment figures and first shift employment figures for
16 Douglas Aircraft on a quarterly basis; it shall also include an annual report on exiting
17 vehicle trips during the peak-hour period.

18 e. As a further consideration of Site Plan Review approval, for
19 each building, prior to issuance of a building permit, each development shall be
20 required to provide for all on- and off-site improvements necessary to access and serve
21 that development, including repairing or replacing damaged, deteriorated or missing
22 curbs, gutters, sidewalks, street trees, street lights and roadways, and providing all
23 other improvements necessary as required through Site Plan Review, to provide access
24 to the site.

25 GENERAL DEVELOPMENT STANDARDS

26 1. Building Height.

27 No height limits shall apply except those mandated by the Federal
28 Aviation Administration. Buildings shall be limited to a height that is necessary to meet

1 production demands. Where production demands dictate the construction of tall
2 buildings adjacent to public rights-of-way, such buildings shall be designed not to be
3 visually imposing on adjacent properties. The design shall be controlled through the
4 use of building materials, facade treatments, finish, and landscaping.

5 2. Building Setbacks and Other Standards Not Specified By This
6 Planned Development Ordinance.

7 The minimum setbacks shall be as specified by the IG (General Industrial)
8 zoning districts of the Long Beach Zoning Regulations.

9 3. Accessory and Temporary Structures.

10 No portable buildings, trailers, or other similar structures shall be
11 permitted without prior written approval of the Department of Planning and Building.
12 Temporary structures as construction trailers and temporary offices may be approved
13 by the Director of Planning and Building during construction only.

14 4. Signs.

15 No off-premises signs shall be constructed, installed or maintained. Any
16 signs, banners or like displays which may be placed in or upon any building or structure
17 so that they are visible from the outside, except those approved by the Department of
18 Planning and Building according to the Zoning Regulations, shall be permitted.

19 5. Landscaping.

20 The landscape plan shall emphasize the use of trees and berms in the
21 setback area where new development is adjacent to a minor, secondary, or major
22 highway. Where tall buildings front such rights-of-way, care shall be taken in choosing
23 tree species to mitigate impacts on adjacent properties.

24 6. Screening.

25 Areas used for parking, storage, trash or loading shall be screened,
26 modulated or interrupted from view from the streets or adjacent properties to the
27 satisfaction of the Director of Planning and Building. All screening shall be designed
28 and maintained to allow security surveillance.

1 7. Sidewalks.

2 Sidewalks shall be provided in locations and lengths satisfactory to the
3 City Engineer as specified during Site Plan Review. An interior walkway system shall
4 be provided throughout the development to encourage access to and from public
5 transportation. Sidewalks shall be a minimum of five feet in width except adjoining the
6 curb where they shall be a minimum of six feet in width.

7 8. Architectural Standards.

8 The architecture shall be coordinated in style and use of materials.
9 Where large buildings face public right-of-way, care shall be taken through the use of
10 building materials and color to mitigate impacts on adjacent properties.

11 Buildings designed with reflective glass having a reflection gradient of .15
12 or more shall submit reflection studies showing sun and reflection glare patterns and
13 their effect on ground and air transportation. Such studies shall be submitted with each
14 proposed structure to be processed for Site Plan Review. Mirrored reflective glass shall
15 not be used as a major facade element.

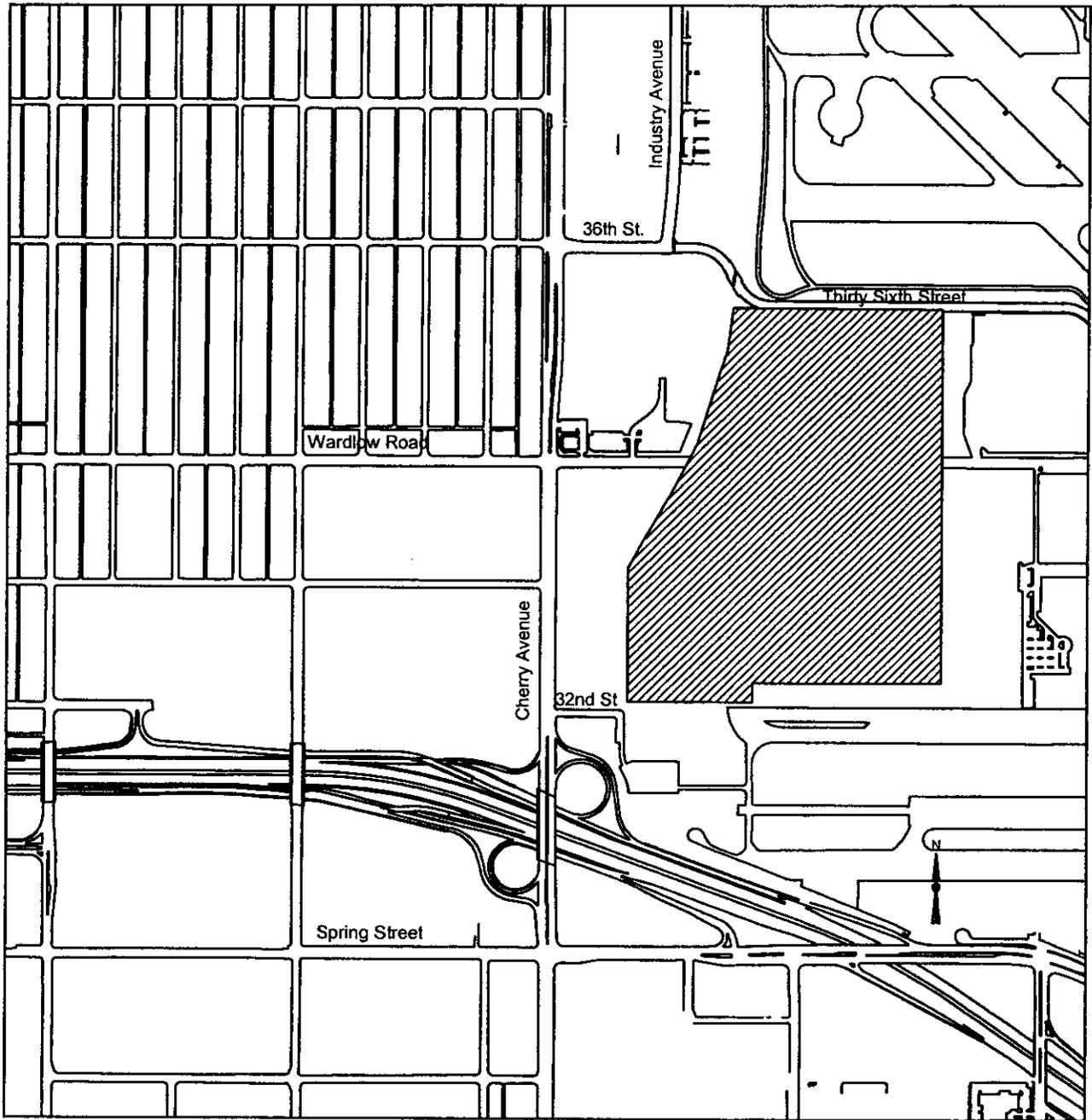
16 9. The developer shall provide any on-and-off-site improvements
17 necessary to service the development as specified by the Director of Public Works.
18 Off-site improvements necessary to serve each development shall be installed or
19 provided for with each development prior to the issuance of a Certificate of Occupancy.
20 The developer shall replace any public improvement damaged as a result of
21 development of the site.

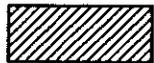
22 10. Parking.

23 Parking standards shall be those specified by the Zoning Regulations of
24 the Long Beach Municipal Code.

25 11. Notice of Site Plan Review.

26 Notice of any Site Plan Review given pursuant to the requirements of the
27 Douglas Aircraft Planned Development District (PD-19) procedures and standards shall
28 be given by mailing a notice of the time and place of such review to all property owners

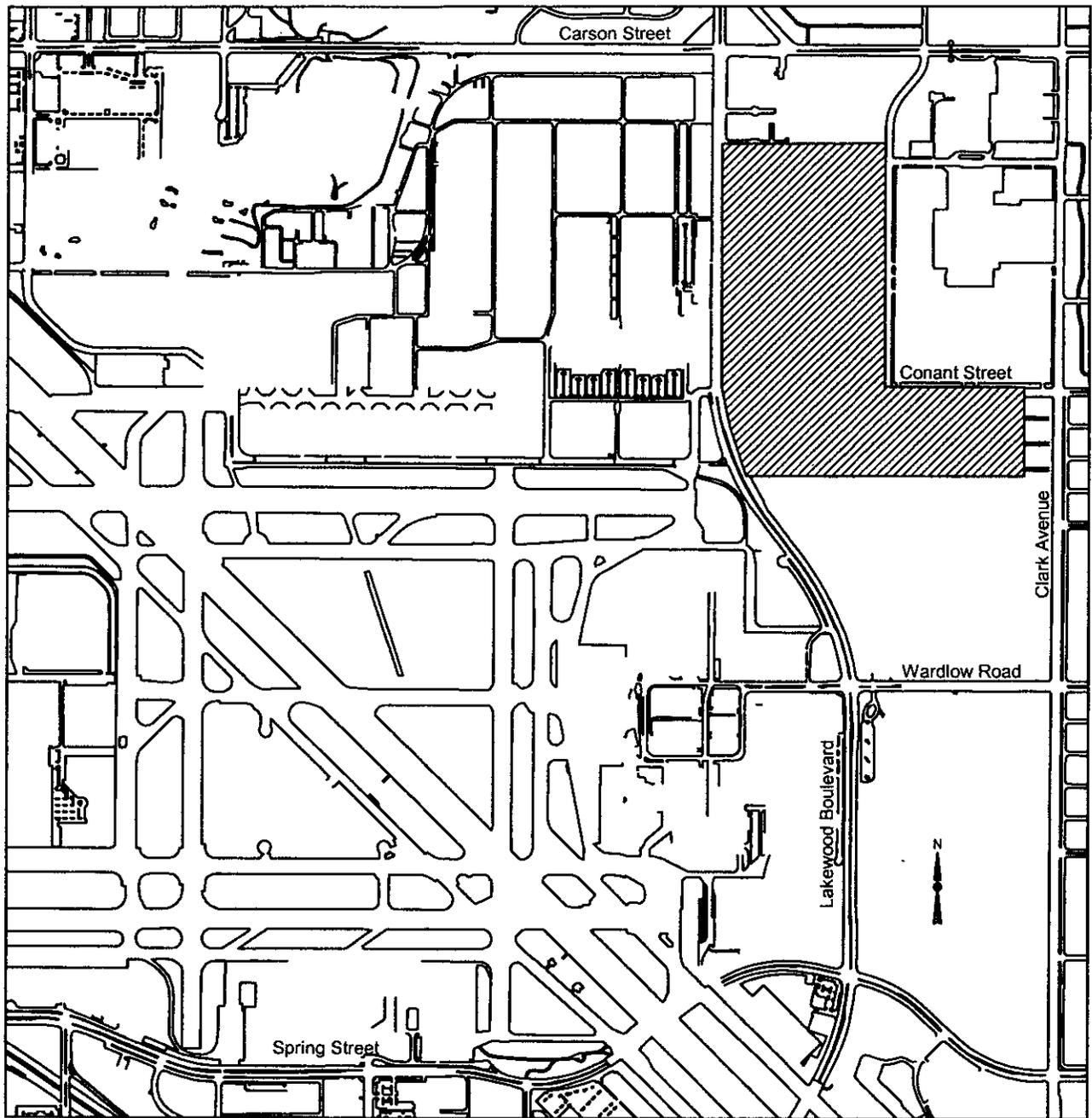


 **PD-19**

AMENDMENT TO A PORTION OF PART 16
OF THE USE DISTRICT MAP

REZONING CASE
RZ-0404-13
Sheet 2 of 2

EXHIBIT A



PD-19

**AMENDMENT TO A PORTION OF PART 17 & 24
OF THE USE DISTRICT MAP**

REZONING CASE

RZ-0404-13

Sheet 1 of 2

Douglas Aircraft Company LOCATION C1 - MASTER PLAN 7/27/04

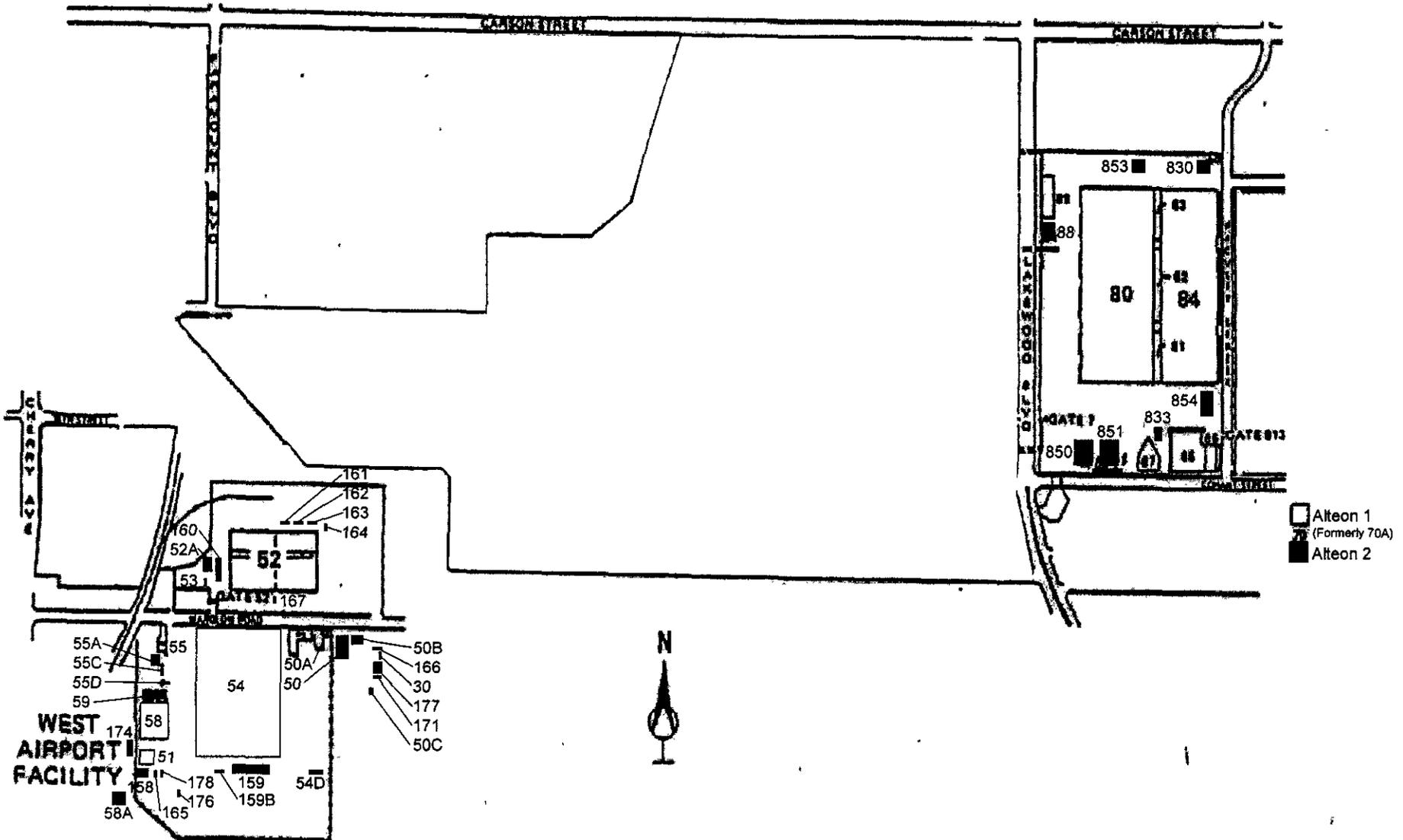


EXHIBIT C

**Douglas Aircraft Company
Location C1 – Building Area**

7/27/04

<u>BLDG NO.</u>	<u>PRIMARY USE</u>	<u>AREA</u> (SQ. FT.)	<u>BLDG NO.</u>	<u>PRIMARY USE</u>	<u>AREA</u> (SQ. FT.)
ALTEON 1 (Was 70A)	FLIGHT TRAINING	26,952	86	WING SEAL, TEST AND PAINT	13,269
ALTEON 2	FLIGHT TRAINING	50,628	87	PAINT HANGAR	20,880
30	OFFICE	464	88	STORAGE	6,000
50	MAINTENANCE / OFFICE	15,637	89	STORAGE	20,370
50A	GUARD POST	73	158	TRAINING	6,251
50B	MAINTENANCE	6,047	159	OFFICE	29,306
50C	MAINTENANCE	1,706	159B	OFFICE	621
51	TRAINING	17,130	160	OFFICE	15,500
52	MANUFACTURING / OFFICE	639,521	161	OFFICE	4,173
52A	CHILLER PLANT	12,593	162	OFFICE	4,144
53	PUMP HOUSE	1,854	163	OFFICE	4,144
54	MANUFACTURING / OFFICE	1,126,789	164	RESTROOM	491
54D	STORAGE / RESTROOM	5,173	165	RESTROOM	491
55	SECURITY / FIRE / COMPRESSOR	21,702	166	OFFICE	292
55A	COMPRESSOR BUILDING	3,782	167	OFFICE	292
55C	CONTROL SHACK	156	171	OFFICE	359
55D	STORAGE	940	174	OFFICE / DISPENSARY	8,580
58	PAINT HANGAR	108,218	176	OFFICE	480
58A	HAZARDOUS WASTE	7,275	177	OFFICE	2,822
59	PAINT HANGAR	17,090	178	OFFICE	661
80	ASSEMBLY	590,873	830	PUMP HOUSE	500
81	OFFICE	27,090	833	HAZARDOUS WASTE	800
82	OFFICE	38,250	850	OFFICE	26,800
83	OFFICE	27,090	851	OFFICE	26,800
84	ASSEMBLY	432,112	853	OFFICE	623
85	PAINT HANGAR	55,391	854	LOCKER ROOM	6,400
				TOTAL SQUARE FOOTAGE	3,435,585

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

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

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

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

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