

**LONG BEACH BUSINESS CENTER  
PLANNED DEVELOPMENT DISTRICT (PD-7)**

Ordinance History: C-5621, 1980; C-6777, 1990.

I. PURPOSE AND INTENT

This Planned Development District is established to create, preserve and enhance the area for business and light industrial use. Such activities serve the community through the provision of employment, contribution to the tax base and economic health of the City; the provision of commercial services and the manufacture of products used and needed by society.

This district is characterized by business office activity, research and development activity and moderately sized industrial and warehousing operations with limited environmental impacts in terms of noise, chemical wastes and health or safety hazards. Such activities are typical of modern business and industrial operations whereby moderate sized buildings are enhanced by attractive landscaped areas.

II. DEVELOPMENT REVIEW PROCEDURES

- A. Each property owner shall submit a Master Site Plan for Planning Commission approval prior to approval of the first phase or, for projects where the first phase of new development has already begun, prior to the approval of the building permits for the next building. Such Master Site Plan shall identify the location of each building to be built on the site, the area of the building and the use of each building. The Master Site Plan shall also indicate the overall design character of the site, including unifying architectural and landscape design themes.
- B. Each building shall be reviewed for Site Plan Review by the Site Plan Review Committee. No building permit shall be issued for any building on the site until Site Plan Review has been approved, or conditionally approved and all conditions satisfied. Site Plan Review shall review each building project for consistency with the PD requirements and the Master Site Plan, functionality of building layout, consistency with detailed zoning standards and architectural and landscape architectural quality.
- C. In addition to the required plot plan, floor plan, elevations and landscape plan, the application for Site Plan Review shall contain an estimate of the peak-hour trips to be generated by the proportion of the full development requested with the application and identification of the Transportation Demand Management (TDM) measures to be taken to reduce the peak-hour trips.

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

### **III. USE REGULATIONS**

- A. The use of the Long Beach Business Park Planned Development District shall be those uses in the Light Industrial (IL) zoning district plus hotel uses. Use on Parcel 4-10 are further restricted to prohibit use that will adversely impact the adjacent residences to the satisfaction of the Director of Planning and Building.

Further, new development of the site shall be limited to 118 vehicle trips to and from the site in the peak hour between 4:00 p.m. and 6:00 p.m., and implementation of a Transportation Demand Management Program that reduces existing work trip generation in the evening peak hour by twenty percent. The plan that meets this limitation consists of 167 hotel rooms or a 100,000 square-foot hotel building, whichever is less, and office facilities for 89 employees or an office building of 100,000 square feet, whichever is less.

- B. As used in this ordinance:

1. "Office Use" means use of a building for administrative, professional, or clerical tasks.
2. "Warehouse" means a building used for storage of goods or commodities with not more than ten percent of the floor area used for office uses. If the area devoted to the office use exceeds ten percent, then the office use portion is treated as an office building.
3. "Light industrial" means use 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 and storage of non-hazardous materials. 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.
4. "Hotel" means use of property for rental of rooms, suites or dwelling units for a period of thirty days or less. Includes as accessory uses, retail sales, restaurants, taverns, meeting rooms, conference rooms

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and banquet rooms and up to fifteen percent of the rooms rented for periods of thirty-one days or more.

5. "Gross usable floor area" means gross floor area minus entry lobby, elevator shafts, stairwells, utility cores and shafts, equipment rooms and bathroom.
- C. The type and intensity of development indicated above is determined by a specified number of trips per hour in the period of 4:00 p.m. to 6:00 p.m. This number is calculated by multiplying the area in each use by the traffic generation rates as established in the Trip Generation Manual, Fourth Edition, of the Institute of Traffic Engineering. The number of trips generated by this calculation shall then be reduced by the Traffic Demand Management Program's trip reduction. The resulting figure is then compared to the permitted peak-hour trips.
  - D. Other combinations or amounts of the uses permitted in the PD, which generate an equal or lesser number of trips per hour in the peak hours, may be substituted for this allocation, provided that a revised Master Site Plan is approved by the Planning Commission. In calculating the number of trips utilized, all new development within this PD after January 1, 1986, shall be included.
  - E. Changes in the number of trips allocated by be accomplished in the following ways:
    1. Increased development intensity through transfers of trips. Trips may be transferred between the Airport Area Planned Development Plans (PD-19: Douglas Aircraft; PD-23: Douglas Center; PD-12: Long Beach Airport Terminal Area; PD-13: Atlantic Aviation; PD-18: Kilroy Airport Center; PD-9: Airport Business Park; PD-15: Redondo Avenue; PD-17: Alamitos Land Company; PD-7: Long Beach Business Park; PD-27: Willow Street Center; and PD-28: Pacific Theaters) provided that:
      - a. Not more than twenty percent of the originally authorized trips are added to the receiving PD;
      - b. The Director of Public Works finds that the transfer will have no significant detrimental effect upon the level of service at any intersection;
      - c. The transfer is implemented by approval by the Planning Commission of an amendment to both Master Site Plans to reallocate and document the revised number of trips;
      - d. Notice of the Planning Commission hearing of the Amendment to the Master Site Plans is sent to all owners

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- and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments;
- e. All authorized transfer of trips shall not be effective until the change is recorded against the property with the Los Angeles County Recorder;
2. Increased development intensity through added trips. Additional trips beyond the original allocation may be approved provided that:
    - a. The increase will not exceed the original allocation by more than twenty percent;
    - b. The applicant shall pay a trip mitigation fee that is pro-rata fair share of the costs of the original Traffic Mitigation Program for the additional trips;
    - c. A new analysis of the traffic impacts on all intersections in the Airport Area, is undertaken at the expense of the applicant, and such analysis shows no significant detrimental effect upon the level of service at any intersection or the applicant agrees to pay an additional trip mitigation fee equal to all costs of all additional improvements at all intersections necessary to mitigate the degradation of the level of service caused by the increased trips. Degradation of the level of service is a reduction to level of service "E" or "F" unless that level of service was accepted in the original improvement program;
    - d. An amendment to the Master Site Plan shall be required to authorize the additional trip allocation; and
    - e. Notice of the Master Site Plan Amendment hearing is sent out to all owners and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments;
  3. The City will accept applications for modification of development intensity at any time after the Traffic Mitigation Program is through the enactment of necessary ordinances and establishment of the first assess district. However, an applicant does not receive first priority for utilizing available trips by merely filing an application. Available trips shall be reserved to an applicant only upon the payment of all necessary traffic mitigation fees for the proposed modification. Because the modification process can take many months to complete, the City may also set aside during the modification process the trips which will be utilized if the application is approved, providing that both of the following conditions are met:

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- a. The traffic analysis has been completed and the Director of Public Works has prepared an estimate of the necessary traffic mitigation fee; and
  - b. The applicant has made a good-faith deposit with the City of cash or letter of credit equal to ten percent of the estimated traffic mitigation fee, which deposit will be forfeited if the applicant does not proceed with the project or does not diligently pursue the application in accordance with a reasonable schedule set forth by the Director of Planning and Building. If this application is approved and the developer meets all traffic mitigation conditions of approval, the deposit will be refunded or credited toward the traffic mitigation fees, at the discretion of the applicant. If the application is denied, the deposit shall be refunded to the applicant.
4. 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 request authorization for additional trips, and those additional trips are found by the Director of Public Works to not degrade any intersection 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 authorized disbursement of such funds to the first developer, or successor, upon receipt of documentation from the first developer, or successor, that they had actually expended their share of the funds.

### **IV. DEVELOPMENT STANDARDS**

- A. The following shall be the minimum (or maximum where applicable) standards for construction or developments:
  1. Lot Size, Building Height and Lot Coverage. Any lot shall not be subdivided or created with an area less than indicated in Table 2. No building or other structure shall be constructed to exceed the height limitations indicated in Table 2; nor shall any building or structure be constructed to exceed the lot coverage indicated in Table 2.

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**TABLE 2**

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Minimum Lot Size	15,000 square feet
Maximum Percent Lot Coverage	50 percent
Maximum Building Height	45 Feet (30 Feet for Lots 4-10)
Maximum Building Height for Buildings Fronting on Willow Street	109 Feet, Not to Exceed 9 Stories
Maximum Structure Height (Non-building)	45 Feet (30 Feet for Lots 4-10)

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2. Required Yards. The yard areas indicated in Table 3 shall be clear of all structures from the ground to the sky (except for those items otherwise permitted) and shall be landscaped and maintained in a neat and healthy condition according to the landscaping provisions of this ordinance.

**TABLE 3**

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Yards Abutting Highways	15 Feet or 25 Feet from Street Curbs, Whichever is Greater
Yards Abutting Non-Highway Street	15 Feet or 25 Feet from Street Curbs, Whichever is Greater
Yards Abutting Alleys	13 Feet from Center Line
Yards Abutting Residential Districts	45 Feet
Yards Abutting Nonresidential Districts	Zero

- a. Projection into yards: No appurtenances, projections or other building features may project into the required yards, except:
- i. On- and off-premises signs as specified in the Zoning Regulations;
  - ii. A porte-cochere; and
  - iii. Roof eaves projecting no closer than two feet six inches from the property lines.
- b. Uses of Yard Areas: The following uses and accessory structures shall be the only uses and structures permitted in

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yard areas:

- i. Yards abutting highways:
    - aa. Visitor parking provided that the ten feet abutting the highway shall be landscaped;
    - bb. Driveways;
    - cc. Landscaping; and
    - dd. On-premises signs and off-premises signs.
  - ii. Yards abutting non-highway streets:
    - aa. Visitor parking provided that the ten feet abutting the street shall be landscaped;
    - bb. Driveways;
    - cc. Landscaping; and
    - dd. On-premises signs and off-premises signs.
  - iii. Yards abutting alleys:
    - aa. Paving to widen the alley; and
    - bb. Driveways.
  - iv. Yards abutting residential districts (Lots 4-10):
    - aa. Landscaping;
    - bb. Employee parking; and
    - cc. Truck turn-around, except within 20 feet from the rear property line.
- c. Uses Prohibited in Yard Areas: Unless specifically permitted, all other uses of yard areas shall be prohibited, including, but not limited to, loading, storage and placing trash receptacles.
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3. Corner Cut-offs. Corner cut-offs shall be required in all manufacture districts at the intersection of all public rights-of-way. At such intersections, nothing shall be erected, established or allowed to grow in such a manner as to impede or obstruct visibility

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between the height of two feet six inches and ten feet above the roadway level, in the area bounded by the intersection of public rights-of-way and a diagonal line joining points on said street property lines six feet from the point of intersection.

4. Design, Treatment and Finish. All new and remodeled buildings (except those submitting applications for site plan review) shall comply with the following criteria:
  - a. All sides of a building visible from a public street or abutting or adjoining a residential district shall be designed, treaded and finished in a manner compatible with the area and with the other visible sides of the building;
  - b. Not less than ten percent of a building wall shall be treated and finished or articulated in a material contrasting with the remainder of that building wall (on a concrete wall contrasting paint colors or texturing of the concrete shall be considered contrasting material). This standard may be waived if the exterior design is approved by the Director of Planning and Building;
  - c. All mechanical appurtenances (other than rain gutters and solar power collectors) shall be fully screened from public view. For lots 4-10, such appurtenances shall not exceed the thirty-foot height limit; and
  - d. All roof areas which provide concealment from the street shall be secured;
5. Parking.
  - a. Application. The following provisions shall be the minimum standards for all off-street parking and loading.
  - b. Maintenance. All parking and loading facilities shall be maintained in a neat and orderly condition and shall be at all times clear of obstruction to their intended use.
  - c. Permits. An application for a building permit shall include a plot plan indicating the location of the proposed parking and locating all structures on the lot.
  - d. Number of spaces. On each lot and for each use thereon (except as otherwise provided), off-street parking shall be required as established in Table 4. A parking facility maybe shared by separate uses if agreed by the property owners and if demonstrated that the hours of their demand for

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parking do not overlap, or only partially overlap. For shared parking situations, the parking requirement shall be determined according to the peak parking requirements of any combination of simultaneous uses to the satisfaction of the Director of Planning and Building.

**TABLE 4**

<u>USE</u>	<u>SPACES</u>
1. Retail Uses	
a. Grocery Store, Supermarket, (Not Part of Shopping Center)	6/1000 SF-GFA
b. Drug Store, Pharmacy	5/1000 SF-GFA
c. Neighborhood Shopping Center	4/1000 SF-GFA
d. Store of Shop	4/1000 SF-GFA
e. Furniture, Appliance, Building Materials, or Hardware Store	2/1000 SF-GFA

Where SF means square footage, GFA means gross floor area in square footage.

2. Service Commercial Uses	
a. Laundry	3 Spaces plus 2 spaces/1000 GFA
b. Laundromat	¼ Machines
c. Shop (Beauty Shop, Barber Shop, Small Appliance Repair and the Like.	4/1000

Where SF means square footage, GFA means gross floor area in square footage.

3. Office/Commercial Uses	
a. Banks, Savings and Loans	6/1000 SF-GFA in Public Banking Area (Excluding Vault) Plus 4 Spaces/1000 SF-GFA for Office Uses, or 5/1000 SF-GFA in Public Banking Area, Plus 4/1000 SF-GFA in Office Use Plus Drive-up Facilities
b. Other Financial Institutions	5./1000 SF-GFA
c. Medical or Dental Office	5/1000 SF-GFA

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- d. Professional or Unspecified Office 4/1000 SF-GFA up to 20,000 SF-GFA; Plus 2/1000 for GFA More than 20,000 SF
- e. Public or Utility Building Office, Post Office 4/1000 SF-GFA
- f. Hotels 1/Guest Room; or  $\frac{3}{4}$  Per Guest Room Plus Parking Figured Separately for Banquet Rooms, Meeting Rooms, Restaurants, and Gift Shops, Whichever is Greater

Where SF means square footage and GFA means gross floor areas minus lobby entrance area in square footage.

4. Restaurant Commercial Uses

- a. Dinner Restaurant 10/1000 SF-GFA for Dining Area Plus 25/1000 SF-GFA for Waiting Areas and Tavern Areas
- b. Fast Food Restaurant 5 Spaces Plus  $\frac{1}{3}$  Seats in Dining Area
- c. Tavern 20/1000 SF-GFA

5. Assembly Area with Fixed Seats

$\frac{1}{3}$ .3 Seats

6. Assembly Area without Seats

20/1000 SF-GFA

7. Manufacturing, Processing, Packing Assembly and the Like.

2/1000 SF-GFA

8. Research Laboratories

3/1000 SF-GFA

9. Warehouse

1/1000 SF-GFA

10. Wholesale Sales

3/1000 SF-GFA of Sales and Display Area

11. Transportation Terminal

8/1000 SF-GFA of Public Area

12. Mechanical Equipment Buildings

1/1000 SF-GFA

13. Industrial, Service or Storage Yards

0.5/1000 SF-GFA

- e. Sizes. Table 5 indicates the minimum parking space sizes and the proportion of space sizes that may be utilize.

**TABLE 5**

<u>Type</u>	<u>Size</u>	<u>Proportion</u>
Small	8"	
0" x 15' 0"	Not More Than .30%	
Standard	9' 0" x 19' 0"	No Restrictions
Handicapped	12' 0" x 19' 0"	In a Parking Lot or Structure With 10 or More Spaces, Not Less Than 1 Space or 1% of the Spaces, Whichever is Greater

- f. Turning Radius, Aisle Width, Parking Bay Width. The minimum dimensions for various layouts of parking lots shall be not less than a twenty-four foot turning radius or as established in the parking design details.
- g. Markings. All parking spaces other than standard size spaces shall be clearly marked by pavement painting and signing, as to the type of space, and as required in Municipal Code Section 3410.99 or other applicable law. All aisles with only small size spaces shall provide a sign at the entrance to the aisle station that only small cars are permitted.
- h. Access. All parking spaces shall be independently accessible. Tandem and valet parking shall require a standards variance. Investigation pertaining to such variance shall consider the parking demands of the specific use, the layout of the parking lot and loading areas, the traffic pattern around the site and the provisions to control the use of these parking spaces.
- i. Wheel Stops. Adequate wheel stops to protect any building, fence, wall, landscaping or vehicle in abutting parking spaces from damage, shall be provided and maintained according to the standards set forth in the design details.
- j. Paving. All parking areas, whether required or not, shall be entirely paved (except for landscape areas) with a material not less than two inches thick in a manner and with such material as approved in writing by the Superintendent of Building and Safety.

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- k. Lighting. All parking lots and garages shall be illuminated with lights directed and shielded to prevent light intrusion to adjacent sites. The light standards shall not exceed the height of the principal use structure, or one foot for each two feet of the distance between the light standard and the nearest property line (whichever is greater). All lights shall be illuminated to the applicable standards of the Illuminating Engineers Society.

For lots 4 – 10, the following standards shall be complied:

- i. Night lighting of the eastern parking area shall be designed in a manner which prevents light spillover to adjacent residential uses.
- ii. No more than 0.4-foot candles shall be permitted.
- l. Curb Cuts. A curb cut clearance shall be obtained from the Public Works Department and shall be submitted with an application for a building permit. All unused curb cuts shall be replaced with a full height curb. No curb cuts shall be permitted along Twenty-Third Street.
- m. Driveway or Ramp Slope. No driveway, parking ramp, or parking space shall have a slope of ore than one foot of vertical rise for each five feet horizontal length (not more than twenty percent grade). When a driveway or ramp has a slope of more than one foot vertical to ten feet horizontal (ten percent grade), then a transition area of not less than eight feet in length with a slope of one-half of the principal slope shall be provided.

### **6. Loading.**

Loading spaces are parking spaces for the temporary occupancy of vehicles engaged in the loading and unloading of freight and/or passengers. Off-street loading space shall be provided in addition to off-street parking spaces. Such spaces shall be provided as set forth below:

- a. Size of Loading Spaces. There shall be three sizes of loading spaces as indicated in Table 6.

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**TABLE 6**

<u>Type</u>	<u>Width</u>	<u>Length</u>	<u>Clearance</u>
Passenger	9' 0"	19' 0"	10' 0"
Light Duty Truck	10' 0"	30' 0"	12' 0"
Heavy Duty Truck	14' 0"	60' 0"	150"

- b. Number of Loading Spaces. The minimum number of loading spaces is set forth in Table 7.

**TABLE 7**

<u>Use</u>	<u>Number of Spaces</u>	<u>Spaces</u>
Supermarket, Grocery, Drug, Variety Department, Furniture, Hardware or Appliance Store	0 - 10,000 SF – GFA = 0 Space;	Heavy Duty Truck
	10,000 - 40,000 SF – GFA = 1 Space;	
	40,000 – 160,000 SF – GFA = 2 Spaces;	
	160,000 SF – GFA or more = 3 Spaces	
Retail, Service or Office, Commercial, or Public Assembly	1/100 Off-Street Parking Spaces Required More Than 50 Spaces	Required Off-Street Parking Space Posted for Passenger Loading
Medical, Dental Office or Hospital or Public Assembly	5/100 Off-Street Parking Spaces Required More Than 50 Spaces	Required Off-Street Parking Space Posted for Passenger Loading
Manufacturing, Packaging, Assembly, Warehousing	9,000 – 12,500 SF = 1 Space	Light Duty Truck
	12,500 – 40,000 SF = 1 Space	Heavy Duty Truck

- c. Location. All loading spaces shall be located outside of required aisles, other circulation areas, or restricted yard areas as stated above.

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- d. Loading Docks. Loading docks shall be provided for all uses that require heavy-duty truck loading spaces.
  - e. Screening. All truck loading spaces shall be separated from adjoining, abutting or adjacent residential districts by a building or a masonry wall not less than eight feet in height. All loading docks shall be designed and improved in such a way as to allow them to be completely secured.
7. Drive-up or Drive-thru Facilities. Each drive-thru facility shall have not less than one hundred feet of queuing reservoir space clear of the public right-of-way for each drive-up or drive-thru window, and not less than one drive-up window with one hundred fifty feet of queuing reservoir space.
8. Landscaping, Fences, Walls and Hedges. All landscaped 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 a good repair without broken parts, holes, potholes, or litter.
- a. Landscaping. The following shall be the minimum requirements for the provision and maintenance of landscaped areas:
    - i. 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.
    - ii. Application. All portions of a lot not paved or occupied by a structure shall be landscaped with a mixture of ground cover, shrubs and trees. All yard areas required by this Section shall be landscaped unless utilized for a permitted use. These requirements shall apply to buildings and parking facilities constructed subsequent to adoption of this Part.
    - iii. Landscaping materials. All landscaped areas shall be landscaped with a mixture of 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 quality 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.

- iv. Quantity.
  - aa. Parking lots. One tree shall be provided for each five parking spaces. These trees may be 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. For lots 4 – 10, a minimum of one fifteen-gallon evergreen tree shall be provided for each thirty linear feet of rear property line.
  - bb. 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 be provided bordering the parking structure.
  - cc. Front yard areas. Not less than one tree shall be provided for each twenty-five linear feet of required yard area.
- v. Minimum size. All required landscaping materials shall be not less than the following sizes:
  - aa. 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.
  - bb. 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.
  - cc. Hydromulch or seeding for a large lawn may be substituted for sod upon the approval of the Director of Planning and Building.

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- b. Walls and fences. The following restrictions for yard walls and fences shall apply:
  - i. No wall or fence shall exceed twelve feet in height.
  - ii. No wall or fence shall exceed eight feet when adjoining or abutting a public right-of-way.
  - iii. Barbed wire shall be prohibited.
- c. Screening. The following required screening shall apply:
  - i. All open storage shall be screened by a solid wall not less than six feet in height. No material being stored shall be visible above such wall.
  - ii. 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 berm not less than three feet in height or by a landscape screening plan approved by the Director of Planning and Building.
  - iii. For lots 4-10, a ten-foot, zero-inch decorative wall, capable of sound attenuation, shall be installed along the entire eastern property line. Height of the wall shall be measured from the rear property line of the adjacent residential properties. The wall shall contain pilasters or vertical elements coordinated with the residential property lines. The eastern surface of the wall shall contain a change in color, texture or materials to reduce the scale and mass. Applicant should consider the design of a decorative “cap”. Prior to the approval of the final map, applicant shall provide complete plans and elevations for the approval of the Director of Planning and Building.
- d. Special landscaping treatments along Twenty-third Street:
  - i. Within the required yard area abutting the said street, the landscaping shall consist of the following:
    - aa. Undulating earth berms with a minimum height of three feet.
    - bb. One fifteen-gallon evergreen tree shall be provided for each thirty linear feet of property line.

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- cc. One evergreen vine such as Ficus Repens shall be planted twenty feet on center adjacent to the southern facades of the industrial buildings and walls.
    - dd. One five-gallon shrub for each six feet of property line.
  - ii. Deciduous street trees shall be installed twenty-five feet on center capable of achieving a significant canopy to the installation specifications of the Department of Public Works.
- 9. On- and off-premises signs. Each sign shall comply with the specifications in the appropriate Sections of the Municipal Code.
- 10. Road Improvements:
  - a. 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 “A” attached hereto and incorporated herein by reference) which are necessary to generally maintain level of service “D” on all major roads in the area given the project new development. As these roadway improvements will specifically benefit new development, site plan approval for all new development in the area shall be conditioned upon payment of a fair, pro-rata share of the costs of the needed road improvements through a road impact fee, a benefit assessment district, other appropriate financing mechanisms, or combinations thereof. The pro-rata share of improvements costs shall be based on the number of vehicle trips generated per hour in the P.M. peak hours of 4:00 to 6:00 p.m., and their impact on specific intersections scheduled for improvement.
  - b. 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.

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- c. As the number of trips utilized in the analysis assumes a twenty percent reduction in the standard number of trips per square foot of use, it is mandatory that an effective trip demand reduction program be incorporated in all development. Thus, each new development is conditioned upon membership in the Long Beach Airport Area Traffic Reduction Association or similar organization, and submittal and implementation of a Traffic Demand Management (TDM) program which is designed to reduce exiting work vehicular traffic generation during the evening peak hour by at least twenty percent. The TDM program must contain provisions that mandate the implementation of the TDM Program by all subsequent owners and tenants of the improvements.
  - d. The program must include specific measures, which, in the judgment of the Director of Public Works, are likely to meet the goal, and a monitoring program with an annual report on the success of the program which will be filed with the City by the developer or any successor-in-interest.
  - e. 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.
11. Mitigation measures. All certified mitigation measures of ND-84-79 shall be a part of this ordinance.

### **V. VARIANCES**

Variations from the above requirements may be granted if the effect of any requested variance is consistent with the overall spirit of the above provisions. Such variations shall be processed and acted upon in accordance with the applicable provisions of Title 21 of the Long Beach Municipal Code.

INSERT

MAP

## EXHIBIT A

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 & 36 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 Widening intersection, adding thru and turn lanes, and modifying traffic signals.	413,000	413,000	
8	LAKEWOOD BLVD. & CARSON ST Widening intersection, adding thru and turn lanes, and modifying traffic signals.	2,233,000	2,233,000	
9	LAKEWOOD BLVD & CONANT ST Widening intersection, adding turn lanes and modifying signals.	1,810,000	420,000	1,390,000 <sup>(1)</sup>
10	LAKEWOOD BLVD & WARDLOW RD Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,290,000	770,000	520,000 <sup>(2)</sup>

11	LAKESWOOD BLVD & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	8,700,000	1,200,000 <sup>(3)</sup>	7,500,000 <sup>(4)</sup>
12	LAKESWOOD BLVD & WILLOW ST Widening intersection, adding turn lanes and modifying traffic signals.	626,000		626,000
13	CLARK AVE & CARSON ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,314,000	1,314,000	
14	CLARK AVE & CONANT ST Adding thru and turn lanes and modifying traffic signals.	46,000		46,000
15	CLARK AVE & WARDLOW RD Adding thru and turn lanes and modifying traffic signals.	301,000		301,000
16	CLARK AVE & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,039,000	1,039,000	
17	CLARK AVE & WILLOW ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	369,000		369,000
18	CARSON ST & PARAMOUNT BLVD Adding turn lane and modifying traffic signals	513,000		513,000
19	CHERRY AVE & BIXBY RD Adding thru and turn lanes and modifying traffic signals.	105,000	105,000	
<b>TOTAL CONSTRUCTION &amp; ENGINEERING</b>		<b>23,269,000</b>	<b>12,004,000</b>	<b>11,265,000</b>

<sup>(1)</sup> Lakewood Blvd widening from Wardlow Rd to Conant Ave

<sup>(2)</sup> Lakewood Blvd widening from Spring St to Wardlow Rd

<sup>(3)</sup> Interim At-Grade improvement

<sup>(4)</sup> Grade Separation

The Planning Bureau provides this information for reference and the convenience to the public. The adopted ordinance, together with any amendment thereto, is in the possession of the City Clerk and should be reviewed and considered prior to making any land use decision. Information contained herein is subject to change without notice as a result of updates, corrections or amendments.

Douglas Aircraft Company  
LOCATION C1 – BUILDING AREA

BL DG. NO	PRIMARY USE	AREA (SQ. FT.)	BL DG. NO	PRIMARY USE	AREA (SQ. FT.)	BLDG. NO	PRIMARY USE	AREA (SQ. FT.)
1	Product Development Data Processing	413,770	41	Engineering Development Center – Hangar	108,847	93	Administrative Offices	88,746
2	Administrative Offices and Testing		41A	Engineering Development Center – Offices	157,608	94	Administrative Offices	91,572
	Mfg. Comm., Mail Room Litho, Micro-Data		42	Vendor Storage	2,238	102	Customers Pilots Office (Airlines)	4,089
	Services, Engineering Stockroom	431,478	43	Flight Ramp Operations Offices	5,135	104	E.T. & E. Engineering	9,053
3	Fabrication Machine Shop	203,980	43A	Flight Ramp Operations Support	1,770	105	E.T. & E. Engineering	8,381
4	Fabrications- Tubing and Ducting	243,174	43B	Flight Ramp Operations Support	2,080	106	E.T. & E. Engineering	4,808
4L	Storage	17,522	44	Flight Ramp Fire Station	2,000	108	Flight Ramp Administrative Office	18,833
4W	Tooling/Tooling Support	74,804	45	Flight Ramp Operations Support	6,347	120	E.T. & E. Engineering T45 & C-17	12,691
5	Fabrication Processing, Paint and Subassembly	126,991	47	Hazard Waste Storage	10,880	121	Plant Security, Badge & Lock Control	5,268
6	Fabrication – Metal Forming	150,208	50	Maintenance Shop	15,358	122	Engineering Offices	12,691
6A	Fabrication and Warehouse	111,219	50A	Counter Services and Facilities Engineering	30,921	123	Engineering Offices	12,691
7	Administrative Offices	79,953	50E	Contel	4,102	124	Engineering Offices	12,691
8	Cafeteria	28,906	51	Lighting Strike	11,911	125	Administrative Offices	12,691
9	Administrative Offices and Dispensary	22,731	52	C-17 Assembly-Elec. Subs, and		126	Administrative Offices	12,691
10	Warehouse – Paint Storage	27,688		Administrative Offices	532,379	127	Engineering – C-17 Sup. Rep	5,618
11	Maintenance & Transportation Offices & Shop	28,440	53	Compressor and Pump House	1,906	128	Administrative Offices	2,789
12	Assembly and Subassembly	482,331	54	Final Functions and Customers Inspection		129	Flight Ramp Office	1,374
13	Assembly and Subassembly	471,440		Admin. Offices (2-4 <sup>th</sup> Floors), C-17 Assy.	1,067,968	130	MD-80 Offices	476
13A	Warehousing Panel Staging	7,500	55	Plant Protection, Maintenance & Services		131	Assembly Offices	1,374
14	Maintenance Shops	37,266		Offset Program	19,412	133	Transportation Office	623
15	Experimental Prototype Shop (X-Shop)		56	Conservation, Reclamation and Salvage Sales	13,870	134	Restroom	290
	Offices (Mazz), T45 Mfg. Tooling	174,341	56A	External Transportation Dispatch Office	1,482	135	Administrative Offices	290
16	Tooling	39,365	57	External Transportation Headquarters	10,222	136	Restroom	216
16A	Paint	8,867	58	Paint	67,700	137	CAD/CAM	1,420
17	Administrative Offices and Employee Store	28,053	60	C-17 Master Plaster	66,580	138	Administrative Offices	38,600
18	Administrative Offices, Airline Reps.	109,132	61	C-17 Master Plaster	30,875	149	Tool Control Office	288
18A	Executive Offices	85,584	62	C-17 Master Plaster	13,556	156	Military Seat Office	1,374
19	Engineering Laboratory – Armament	3,955	70	Simulator Training	14,609	157	Travel Office	1,729
20	Maintenance	10,022	71	Administrative Offices	40,000	201	Warehouse	75,750
21	Tooling Storage	31,000	72	Administrative Offices	10,600	202	Engineering Office	58,608
22	Production Control	45,000	73	Administrative Offices	93,850	203	Engineering Office	71,484
23	Maintenance Paint Shop	3,624	74	Administrative Offices	75,808	204	Administrative Office	59,717
24	Engineering Laboratory – Pneumatic System	6,303	75	Administrative Offices	76,720	205	Administrative Office	31,490
25	Engineering Laboratory – Fuel Systems	1,921	76	Administrative Offices	124,526	206	Administrative Office	35,884
25A	Engineering Laboratory – Fuel Systems	1,849	77A	Administrative Offices	34,500	207	EAP	2,875
26	Engineering Laboratory – General	50,121	77B	Microwave Station	120	210	Administrative Offices & Simulator (Flight Crew)	73,536
27	Engineering Laboratory – Compressor House	5,840	77C	Administrative Offices	17,268	211	Administrative Offices (Facilities)	43,132
28	Reliability Assurance Laboratory	31,072	78	Administrative Offices	168,080	212	Engineering Offices	58,070
28A	Laboratory	1,120	79	Administrative Offices	72,900			
29	Engineering Laboratory – Acoustics	6,796	80	Assembly and Subassembly	58,0873		Portable Miscellaneous Buildings	145,811
30	Maintenance Shop	740	81	Administrative Offices & Services – Fire Station	27,090		Bomb Shelters	
31	Maintenance Welding Shop	3,990	82	Administrative Offices & Training Classroom	38,250		Concrete Pump House	
32	Engineering Laboratory Support Shops	48,332	83	Administrative Offices & Hydraulic Shop	27,090		Magazines (Explosive Storage)	
33	Engineering Laboratory – Pneumatic Systems	2,725	84	Assembly	432,112		Metal Sheds	
34	Flight Ramp Operations – Support	2,335	85	Plant	55,381		Wooden Sheds	
35	Engineering Offices	308,540	86	Wing Tank Sealing, Testing & Paint	13,269		Long Beach/Yuma Microwave	
36	Engineering Offices	314,420	87	Paint	20,880		Relay Stations (5)	223
37	Wing Tank Sealing	1,490	88	Assembly Storage	6,000			
38	Credit Union	2,400	89	Military Seat Storage	20,370		TOTAL C1	9,456,173
39	Engineering Laboratory – X-ray	704	92	CATIC	14,700		TOTAL C1 Acres	42,641
40	Transportation Terminal	9,624						